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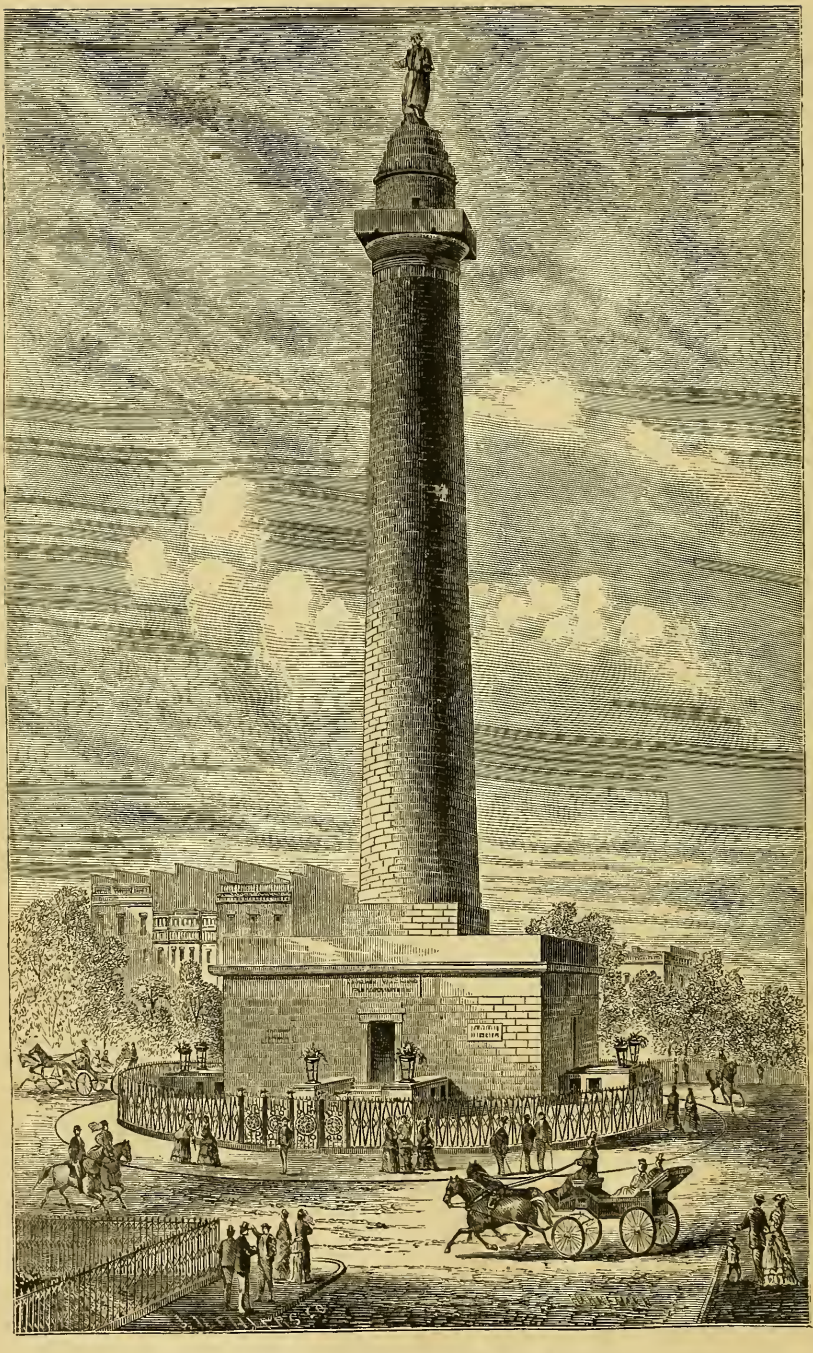

THE WASHINGTON MONUMENT,

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THE

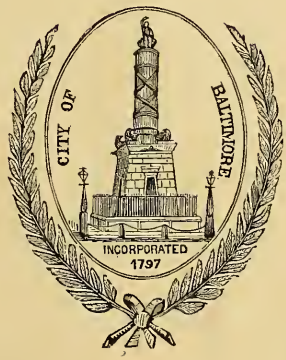
MONUMENTAL CITY,

ITS

Past History and Present Resources,

BY

GEORGE W. HOWARD.



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J. D. EHLERS & CO., ENGRAVERS AND STEAM BOOK PRINTERS,
87 Second Street,
1873.

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TO

CHAUNCEY BROOKS, Esq.

This volume is dedicated by its author, as an humble testimony of the personal esteem he has entertained for him through a long series of years, and as, in some measure, a memorial of the proud position that gentleman to-day occupies in the city of Baltimore. Time in its cycles works many changes. Some men are unable to stem the current of adverse fortune, and pass away with naught left to embalm their memories, save the sad thought that their efforts were honest but unavailing; while others live to see the realization of their hopes and the glorious fruition that accompanies a well-spent and successful life. To the latter class Mr. Brooks belongs, and it seems peculiarly appropriate that a volume professing to give a sketch of Baltimore, with a succinct recital of the vast resources she at present possesses, should be dedicated to one who is so thoroughly identified with her history through a period of more than fifty years. Mr. Brooks, at a ripe old age, can look with pleasure upon gigantic corporations, great business enterprises, and mechanical forces, the birth of which he favored, and whose feeble infancy he strengthened by timely, judicious and unostentatious aid. That He who knoweth the good deeds of men may bountifully lengthen out his life, and that his future may be as peaceful and serene as his past has been useful and honored, is the prayer of the

AUTHOR.

PREFACE.

It is proposed in the present volume to give a sketch of the past of Baltimore, with brief allusions to those crises which marked her history and exercised an important bearing upon her progress as a city, also a running essay upon the useful and æsthetic features which make her to-day the most desirable location in America for those in search of *homes*, or contemplating a change of residence; together with short but comprehensive articles upon the various corporations at present in existence or soon to be organized, and the different departments of trade, commerce, and manufactures, which centre in our city.

If readers at a distance are disposed to regard critically, the spirit which induces a citizen of Baltimore to sound her praises more than perhaps the most guarded taste might suggest, let them consider that the same course has been pursued by all the larger cities in America, and that the great spirit of competition more thoroughly developed in this country than elsewhere, will not suffer her to remain silent at a time when her sisters have inundated the United States with the most fulsome accounts of their respective advantages. Let them bear in mind also, that already have travellers, not only from different sections of the Union but from the great centres of Europe, placed on record the most ample and possibly exaggerated accounts of the various features which endear her to her own citizens, and render the city peculiarly inviting to strangers; and lastly, let them remember that a pardonable pride is the greatest incentive to development and progress in the future. We ask at the hands of the public a generous criticism, inasmuch as this is a novel enterprise in Baltimore, and the means of securing information are exceedingly limited. With this brief preface we launch our little vessel, trusting that it may bring to our port the treasures which our merchants and business men so richly deserve.

BALTIMORE.

HISTORICAL SKETCH.

MR. McMAHON has remarked, in his Historical View of the Government of Maryland, that "the colonial history of Maryland is distinguished more by results than by incidents;" and he has further pointed out that "the gradual accessions to a nation's wealth, power and liberty, which she derives from a peaceful devotion to her own interests, are perceived only in their general results." If this be true of a nation, more especially is it true of a city; and therefore especially devoid of incident must be a historical sketch of a city, the principal object of which is to note the rise and progress of its commercial importance. In the following pages it is sought to set forth such facts as will best illustrate the growth and development of Baltimore, and the causes which most directly contributed to those results,—noting events of general or national character only where the history of Baltimore is intimately connected with them, in the relation of a part to the whole; and while the annals of Baltimore have at different times been marked by events of striking character and of considerable local interest, they have, for the most part, been such as belong to a political, rather than a commercial history.*

As introductory to the history of the city, it may be found useful to give some preliminary account of the Province in which it was founded, and the causes which led to its establishment.

The Province of Maryland had been settled for nearly a century before the first foundations were laid of the city that was destined to become the commercial metropolis of the State, and one of the leading cities of the American continent.

George Calvert, the first Lord Baltimore, having found that his efforts to establish a colony at Avalon, in Newfoundland, were attended with but little success, determined to seek a more favorable region in which to carry out his plans of colonization. With this view he visited, in the year 1628, the colony of Virginia. Of the favorable situation and flourishing condition of that colony he was well aware, having himself been a member of the Virginia

* *E.g.*—The outbreak of the war with England in 1812, the bank failures in 1835, and the outbreak of the civil war in 1861, were occasions of great excitement in the history of Baltimore.

Company before it had been deprived of its charter, in 1624, by a judgment of the Court of King's Bench. During his visit to Virginia, it is probable that Lord Baltimore personally explored the Chesapeake Bay; at all events his experienced judgment readily detected the advantages that would be secured to a colony upon its shores. Accordingly, upon his return to England, he procured from his royal master, Charles I., the promise of a grant of territory in the region which he had just visited.

The Virginia colonists were not unmindful of the facilities for traffic afforded by the Chesapeake, which stretches inland for a distance of two hundred miles from the ocean, with rivers emptying into it whose headwaters are far back in the interior. In the years 1626, 1627 and 1628, William Clayborne, Secretary of State for the colony of Virginia, obtained from the English government authority "to discover the source of the Chesapeake, and to make other explorations within the government of Virginia." Vested with this authority Mr. Clayborne appears to have improved the opportunities it gave him for establishing and conducting a trade with the natives upon the shores of the upper part of the bay; and for the furtherance of this object he probably erected some trading houses upon the Isle of Kent, which thus became the first place within the limits of Maryland in which any European settlements were made. The value which the Virginians placed upon the bay and the adjacent country, is further shown by the violent opposition they manifested to the establishment of Lord Baltimore's colony; and in a petition preferred to the King shortly after the grant had been made to Lord Baltimore, they particularly complain "that grants had lately been made of a great portion of the lands and territory of their colony, *being the places of their traffic.*"

The advantages for trade, together with the attractions of a fertile soil and a grateful climate, determined Lord Baltimore in the selection of the site for his future colony; but in consequence of his death, which occurred early in 1632, the charter promised to him, but which did not pass the seals until June 20th of the same year, was issued to his son Cecilius, second Lord Baltimore, upon whom devolved, together with his father's title and estates, the work of carrying out his wise and beneficent plans of colonization.

The territory embraced in Lord Baltimore's grant is described in the charter as follows: "all that part of the Peninsula, or *Chersonese*, lying in the parts of America between the ocean on the east, and the bay of Chesapeake on the west; divided from the residue thereof by a right line drawn from the promontory, or headland called Watkin's Point, situate upon the bay aforesaid, near the river Wighco, on the west unto the main ocean on the east; and between that boundary on the south, unto that part of the bay of Delaware on the north, which lieth under the fortieth degree of north latitude from the equinoctial; and passing from the said bay, called Delaware Bay, in a right line, by the degree aforesaid, unto the true meridian of the first fountain of the river of Potomac, thence verging towards the south, unto

the farther bank of the same river, and following the same on the west and south, unto a certain place called Cinquack, situate near the mouth of the said river, where it disembogues into the aforesaid bay of Chesapeake, and thence by the shortest line unto the aforesaid promontory or place, called Watkin's Point." All the waters comprehended within these boundaries, and the islands lying in them, together with all islands off the coast, within ten leagues of the shore, were expressly mentioned as included in the grant. And in order that this region might "be eminently distinguished above all other regions in that territory, [America,] and decorated with more ample titles," it was erected into a Province and nominated Maryland.* Of this Province Lord Baltimore was made Absolute Lord and Proprietary, yielding only unto the crown of England, as pledge of his allegiance, two Indian arrows annually, and the fifth part of all gold and silver ore which should be found within the limits of the Province. To the Proprietary were given by the charter, the same rights, jurisdictions, prerogatives, royalties, &c., as appertained to the Bishop of Durham, within the bishopric or county palatine of Durham; with power to enact laws with the advice and assent of the freemen of the Province or their delegates; to appoint judges, administer the laws, and exercise jurisdiction over the persons resident in the Province even to the extent of depriving them of life or liberty; to impose taxes; to raise and command an army, either to defend the Province from invasion or to quell insurrection. At the same time, it was provided that persons emigrating to this Province should retain their rights as English subjects, both for themselves and their children; and the privilege was granted to them of trading with England, or in default of finding a market there, of conveying their merchandise thence to "any other countries they should think proper" which were in amity with England.

The boundaries prescribed for the Province of Maryland, as given above, became at different times the occasion for dispute on all sides, and as a consequence thereof, the present limits of the State are considerably less than those assigned to the Province. On the northeast, the State of Delaware has been erected within the limits of Maryland. On the north, the location of the boundary between Maryland and Pennsylvania was a matter of dispute until 1763, when it was determined by Messrs. Mason and Dixon, who, acting under a joint commission of the two Provinces appointed for the purpose of settling the difficulty, surveyed the line which now constitutes the boundary between the two States, and which, as the recognized boundary between the Northern and Southern States, has acquired a notoriety far beyond that which belongs to its local and original purposes. On the part of Virginia, a dispute arose as to whether the north or south fork of the Potomac was its "first fountain," by which the location of the western boundary of Maryland was to be deter-

*England's first Province. It was at first intended to call the Province *Crescentia;* but when the charter was presented to Charles I. for his signature, he struck out that name and substituted Maryland, in honor of his Queen, Henrietta Maria of France.

mined; and although the south fork is sixty miles the longer, and the territory lying between the forks is estimated at half a million of acres, Maryland has been compelled to establish her boundary upon the north fork. Upon the eastern shore of the Chesapeake, the precise location of the boundary between Maryland and Virginia is unsettled to the present day.*

Provided with a charter upon such favorable conditions, Lord Baltimore immediately commenced preparations for sending a colony to his new possessions. He at first intended to accompany the expedition in person, but abandoning this plan, he confided the leadership to his brother, Leonard Calvert, whom he appointed Governor of the Province, with the title of Lieutenant-General. On the 22d November, 1633, the colonists, to the number of about two hundred, many of them gentlemen of fortune, and most of them Roman Catholics, set sail from Cowes in the Isle of Wight. Taking the old route by the Azores and West Indies, and having stopped for some time at the Island of St. Christopher's and Barbadoes, they arrived off Point Comfort in Virginia on the 24th February, 1634. Letters which Governor Calvert brought from the King of England, secured for the colonists a favorable reception by the government of Virginia, and on the 3d of March they proceeded up the bay to the Potomac. Entering the river, they effected a landing and made their first settlements upon its banks. On the 25th of March, having erected a cross and celebrated mass, they took formal possession of the country "for our Saviour, and for our sovereign lord, the King of England." On the 27th the whole company landed and occupied an Indian town that had been ceded to them by the natives, and which, under the name of *St. Mary's*, continued to be the capital of the Province until 1692.

Thus the colony was first established almost at the southern extremity of the Province, and for some time after, the settlements upon the western shore of the bay were chiefly confined to that portion of the country. Various causes contributed to hinder the extension of settlements into the interior, in places remote from the more thickly settled portions of the Province. Wars occurred, both with the Indians and the Dutch settlements in the north-eastern portion of the Province, upon the Delaware Bay, and the Province itself was not exempt from internal commotions. In 1644 occurred the formidable insurrection known, from the name of its leader, as the "Ingle rebellion," the effects of which are felt to the present day by reason of the loss of many of the early records of the Province, which were carried away from St. Mary's by the insurgents and destroyed. The Proprietary government too was twice interrupted from without during the first hundred years of its existence. During the time of the Commonwealth in England, the government of the Province was usurped by commissioners appointed by Cromwell. And after the revolution which resulted in the establishment of William

* There is now a joint commission appointed from the two States, for the purpose of adjusting the boundary line between them.

and Mary upon the throne of England, the government of the Province was assumed by the crown. The royal government continued from 1692 until 1715, when the Proprietary's rightful authority was restored to him by George I.

The interval between the suppression of the Ingle insurrection and the arrival of Cromwell's Commissioners, (1651,) short as it was, was long enough to be signalized by an event that has made illustrious the colonial history of Maryland, and which to this day is looked back upon with pride. In 1648 Lord Baltimore prescribed a new oath of office to be taken by the Lieutenant-General of the Province; and in that age, when religious toleration, as now understood, was unknown in Europe, that officer was made to bind himself by this oath that he would not "directly or indirectly trouble, molest or discountenance any person whatsoever in the Province professing to believe in Jesus Christ, for or in respect of his or her religion," or the free exercise thereof; and that he would not "make any difference of persons in conferring of offices, rewards or favors for or in respect of their said religion;" and further that if any officer or person should molest or disturb any person within this Province on account of his religion, he would protect the person molested and punish the offender. At the session of the Assembly the same year, "an act concerning religion" was passed, by which these principles were embodied in the statute law, and their observance enforced under penalties.

In consequence of this wise and liberal policy of religious toleration, Maryland, under the auspices of a Roman Catholic Proprietary, became the common refuge for all who were suffering religious persecution. Members of the Church of England, Quakers and others, resorted thither from among the Puritans of New England, and Puritans came from Virginia to escape the requirements of the Established Church there; while Protestants from France and Portugal and the Netherlands, fled thither from the persecutions in those countries. So that this policy was in its effect as beneficial to the Province, by the valuable additions secured to the population, as in its conception, it was honorable to the Proprietary.*

As the population gradually increased, new and more extended settlement began to be made. Baltimore County was created in 1659, and in 1683, at a session of the Assembly held at the Ridge in Anne Arundel County, among several new towns that were created, two were situated in that county. Indeed there seems to have existed at that time a mania for making towns, no less than thirty-three having been created by the Assembly in the space of

* Of the Proprietary who thus stands before us as a man far in advance of the ideas of the age in which he lived, it may be said, that his life which lasted until 1675, was continually devoted to the best interests of the Province. Of him it was written, "never did a people enjoy more happiness than the inhabitants of Maryland under Cecilius, the founder of the Province." (Ramsay—Hist. Rev. War.)

The condition of religious equality which he established continued until 1692, when under the royal government which temporarily supplanted the Proprietary, there was for the first time an ecclesiastical establishment in Maryland.

four years. But for the most part they were but tentative, being intended only for places of landing and shipment, having but little territory assigned to them, and being as easily unmade as made. The excessive number of the towns was however for a long time a great hindrance to their growth and development, on account of the division of interests it occasioned, and the rivalries and jealousies which consequently arose.

As the settlements extended northward it was impossible that the advantages to be derived from the establishment of a port near the head of the bay could long escape the consideration of the colonists; and in looking for a place adapted for that purpose, their attention would naturally be drawn to the Patapsco River, in which, at a distance of only about fourteen miles from the bay, they found, at tide water, a safe and commodious harbor, easy of access, and navigable by the largest vessels. Accordingly, in 1729, an act was passed by the Assembly "for erecting a town on the north side of Patapsco in Baltimore County, and for laying out into lots sixty acres of land in and about the place where one John Flemming now lives." The "sixty acres" which were thus assigned as the dimensions of the town, were purchased by the Commissioners appointed for that purpose, at forty shillings per acre, or about ten dollars of our present money.

The metes and bounds of the town as originally laid out are thus described in Griffith's Annals, viz: "Commencing at a point near the northwest intersection of what are now called Pratt and Light streets, and running northwesterly along or near Uhler's alley towards the great eastern road, and a great gully, or drain, at or near Sharpe street, then across Baltimore street east of the gully northeasterly with the same road afterwards called the Church Road, and now McClellan's alley, to the precipice which overhung the falls at or near the southwest corner of St. Paul street [now Saratoga] and St. Paul's lane, then with the bank of that stream, southerly and easterly, various courses unto the low grounds ten perches west of Gay street, then due south along the margin of those low grounds to the bank on the north side of the river, and then by that bank various courses, nearly as Water street runs, westerly and southerly, to the first mentioned point." Although the position selected for Baltimore indicates that its founders had in view the facilities for trade which it enjoyed, the small amount of land originally taken, and the nature of the ground selected, surrounded as it was by hills, water courses and marshes, clearly show that they had no anticipation of what were actually to be the size and importance of the city they were founding. The hills with which the city abounds, and which at this day contribute so much to its picturesqueness, have rendered the work of extending and grading streets in many instances both difficult and expensive. "The precipice overhanging the falls"* alluded to, has either entirely disappeared, or been converted into graded declivities. Through the city of to-day flow no less than three streams, known as Jones' Falls, Harford Run and Chatsworth Run, (but of these only

* Jones' Falls, a stream that flows through the midst of the city.

the first named is now uncovered,) while a fourth, Gwynn's Falls, forms a portion of the city's boundary upon the west. A marsh which extended along the border of Jones' Falls, and formed the eastern boundary of the town as first laid out, has long since been filled up and built upon.

Notwithstanding these disadvantages, the unusual facilities for direct communication with the interior, the great security of the harbor, the remarkable healthfulness of the situation, (probably greatly contributed to by the excellent natural drainage,) the fertility of the surrounding country, the abundance of stone, lime, iron and timber in the immediate vicinity, and the many mill seats obtainable upon the neighboring streams, amply justify the sagacity shown in the selection of the site.

The town having been duly surveyed, and divided into sixty lots of about one acre each, an office was opened for purchasers on the 14th of January, 1730. It was stipulated in the terms of purchase that a house "covering at least four hundred square feet" should be erected within eighteen months; and no person was permitted to take up more than one lot during the first four months. The buyers appear to have been very few, and the lots went off but slowly;—so slowly indeed that some of them having remained untaken for seven years, reverted to the original owners of the land, according to the terms of the law under which the town was erected.

When the town was first laid out, there was scarcely a house standing upon the whole sixty acres; some few settlements had however been made in the neighborhood, and lands had been taken up as early as 1662. The first actual settler is said to have been Mr. David Jones, who, about the year 1680, having purchased some land, erected a house upon the north [or east] side of the falls, which bear his name. Other houses were built in that neighborhood, and in 1732 the settlement was erected into a town by the name of Jones-Town, comprising ten acres of land, and separated from Baltimore-Town by the falls and the marsh, of which mention has already been made. In 1743 the two towns were united, and the name of Baltimore given to both, and in 1747 the intermediate territory, comprising eighteen acres, was added to the town. On account of the older settlement in that locality, Jones-Town was generally called "Old-Town," and the name is still applied to that portion of the city which occupies the site of the ancient town. In 1730, William Fell, a ship-carpenter, settled upon the point one mile southeast from the town upon the outer basin. In 1773, although at that time a long stretch of vacant country lay between, the point, which had then become a flourishing settlement, was added to the town. Like "Old-Town," it has retained its ancient name, being still called, after its first settler, "Fell's Point." Whetstone Point, on the south side of the basin, upon the extreme end of which Fort McHenry is situated, and which now forms a part of the city, was made a town as early as 1706. From these separate towns and settlements the city has grown up. They have for many years been united, not only in name, but by unbroken lines of buildings which cover all the

spaces by which they were once separated; so that only the traditionary names are left to distinguish the old localities.

For some years after its foundation, Baltimore gave little promise of its future greatness. In 1752 a rough sketch of the town, as it appeared from Federal Hill, was made by Mr. John Moale. A reduced cut of this sketch as corrected and completed by Mr. Daniel Bowly, is given on the opposite page. Though twenty-two years had elapsed since its foundation, the town then numbered but twenty-five houses, including a school-house and a church. The church (St. Paul's) which is represented in the sketch upon the highest point in the town, was begun by the members of the Church of England in 1731, but was not completed until 1744. Its successor, the present church at the corner of Charles and Saratoga streets, occupies a site very near that upon which the original building stood. But four of the houses in the town at that time were built of brick, and for these the bricks were imported from England; as the inhabitants had not yet discovered that directly under their feet was the clay for making the finest bricks in the world. Judging from the number of houses, the population of the town could not then have been more than 200; but in the Gentlemen's Magazine the population of the *county* for the same year is given as 17,233.

The only two sea-going vessels then owned in the town, are represented in the sketch. They were the sloop "Baltimore," belonging to Mr. William Lux, and the brig "Philip and Charles," belonging to Mr. Nicholas Rogers. The latter was the first square-rigged vessel owned here. To the right of the picture appears the first Tobacco Inspection Warehouse, the importance of that product of the Province, which at that time was its principal article of export, having already given occasion for the inspection system which prevails to this day.

The effect of the war, which raged shortly after this period between the English and French settlements in this country, tended to promote the growth of Baltimore by disposing the inhabitants to remain at the old settlements rather than penetrate into the sparsely inhabited regions in the interior. After the defeat of the English forces under General Braddock at Fort Du Quesne, in 1755, the Indian allies of the French, having passed Forts Cumberland and Frederick, penetrated to within eighty miles of Baltimore. So great was the consternation created in the town by raids in the neighborhood, that the women and children were put, for greater safety, upon the vessels lying in the harbor, and a strong fence of palisades was ordered to be constructed, encircling the town. The successful issue of the campaign of 1758 and the capture of Fort Du Quesne having caused the fears excited by these incursions to be allayed, the defences soon fell a prey to the more needy portion of the community, who found in the palisades a convenient supply of fire-wood.

In the year 1756 a considerable addition was made to the population of the town by the arrival of a band of French refugees from Nova Scotia, (then called Acadia,) of which the English had obtained possession.

BALTIMORE IN 1752.

1 & 2. Two Houses near Forrest lane and Baltimore st.
3. Near the corner of Sharp and Baltimore streets.
4. Brewery, Hanover street opposite Indian Queen.
5. House opposite Indian Queen Stables, German lane.
6. A House which stood in Baltimore street.
7. The first Tobacco Inspection House, Charles street.
8. On or near Vulcan alley.
9. Capt. Darby Lux's, opp'e Bank and west of Light st.
10. Near corner Chatham street and St. Paul's lane.
11. St. Paul's Church, the first built.
12. Mr. W. Rogers', N. E. cor. Balto. st. and St. Paul's la.
13. Kamineskey's Tavern, Bank near Light street.
14. N. W. corner of Bank and Calvert streets.
15. The first Brick House built in Baltimore, erected about 40 feet south of New Court-House; bricks and corner stones imported.
16. Mr. N. Rogers', on ground of back building of No. 108 Baltimore street.
17. Ward, the Barber's, on ground 99 Baltimore street.
18. Opposite Maryland Insurance Office.
19. Near corner of South and Water streets.
20. Southeast corner South and Baltimore streets.
21. On or near Holliday street, opposite Theatre.
22. Part of Old or Jones-Town, up the Falls.
23. The Cool Spring, generally used by the Town, at the head of the Basin, a few feet west of Charles street.
24. Deep point, where the second wharf was built.
25. Skeleton of Sloop Dove, first vessel belonging to Baltimore.
26. Sloop Baltimore, the second vessel.
27. Brig of Mr. N. Rogers; the first square-built vessel, and the only one at that time.
28. Jones' Falls, as they appeared at that day from Federal Hill, whence Mr. Moale made his Draft.
29. Calvert Street Wharf. 30. Philadelphia Road.
31. Site of Battle Monument.

From about this time seems to date the growth of Baltimore. Fell's Point, which, as has been already remarked, was not added to the town until 1773, became a busy seat of industry. Ship-yards were established there, and on account of its greater accessibility for the shipping, many merchants made their residence there, so that for a long time it was doubtful whether town or point was to be the nucleus of the future city. A disposition for internal improvements manifested itself at this time. In 1763, the first market-house was built, situated at the corner of Baltimore and Gay streets. In 1766, the marsh between Frederick street and the falls was ordered to be filled, and in 1768, Baltimore had risen so much in importance as to justify the removal of the court-house from Joppa, (now an inconsiderable village in the northwestern portion of the county, on the Gunpowder River,) to this place. Baltimore continued to be the county seat until 1851, when the city and county jurisdictions were separated and the county courts established at Towsontown. In 1769, the first fire-engine, which was bought by a few public spirited men at a cost of £99, was introduced, and the same year, the first Roman Catholic Church was erected. The site of it is now occupied by Calvert Hall, a school of the Redemptorists, on Saratoga street. In 1773, a workhouse was established, a small theatre erected, and a Methodist congregation organized. The members of the Methodist society (which was yet in its infancy) built a church for their use in Strawberry alley, and the next year, one in Lovely lane.

The general prosperity of the Province since the foundation of Baltimore, appears from the rapid increase in the population. In 1733, the *taxable inhabitants*, (*i. e.* all males above the age of sixteen and all negro or mulatto females,) numbered 31,470. In 1748 the *entire population* was 130,000, (94,000 whites and 36,000 blacks.) In 1756, it had increased to 154,188, (107,963 whites and 46,225 blacks.) In 1761, it amounted to 164,007, (114,332 whites and 49,675 blacks.) A valuable addition to the population during this period, (but one which was greatly deplored at the time by the good people of the Province,) was the number of convicts imported, which is estimated to have been no less than fifteen or twenty thousand. They were brought over by private shippers, who made a contract with the government of England for the purpose, and sold them into servitude in the Province for their term of transportation. Hazardous as it was to introduce into a community such great numbers of persons whose past record was that of crime, the experiment worked well. The lack of labor, which, as in all new countries, had been felt as a serious inconvenience in the colony, was by this means supplied, and the convicts, becoming identified with the ordinary population, when their term of servitude expired, many of them were transformed into useful and reputable citizens, and some of them rose to honorable distinction.*

The exports of tobacco from Maryland to England were estimated in 1761 to be about 28,000 hhds. annually, valued at £140,000. The other exports at

* McMahon, p. 314.

this period were wheat, lumber, corn, flour, pig and bar iron in small quantities, skins and furs; but the total value of all these commodities was estimated in 1761 at only £80.000.*

The policy of England was to stifle all manufacturing industry in her colonies, so as to preserve in them a market for her own productions. In pursuance of this system, manufactures were prohibited, and notwithstanding the guaranty given in the charter of Maryland to the contrary,† the trade of the colonies was restricted to England and her possessions. Thus thwarted and repressed, Maryland made but little progress in commerce during this period. Beyond the coarse homespun manufactured in private families for their own use, there was nothing deserving the name of manufacture in the Province, excepting the production of iron; and so great was the jealousy with which England looked upon even this enterprise, that in order to discourage it, a bounty was offered upon English iron imported into the colonies.‡ The Assembly of Maryland, in 1719, attempted to counteract this influence by offering a free grant of one hundred acres of land to any one who would put up a furnace or forge. As early as 1749, eight furnaces and nine forges were in operation in the Province;§ but for the materials for clothing and all the appliances of civilized life, the colonists were kept entirely dependent upon England. In the condition of the shipping, the same state of dependence existed; in restricting the trade of the colonies to English ports, England took care to see that that trade was carried in English bottoms. So that, while in 1761 there were employed in the trade between England and Maryland, one hundred and twenty vessels of 18,000 tons burthen, the entire shipping of the colony, (which indeed had suffered considerable diminution during the war with the French settlements,) amounted to but thirty vessels of 1,300 tons, chiefly employed in the trade with the English possessions in the West Indies.|| Notwithstanding that these conditions of commercial dependence upon England were for a long period quietly acquiesced in, the Province gradually grew in strength and population, and in the development of those internal resources which are a necessary condition to the independent existence of every State.

Affairs were in this condition when there came the first mutterings of that storm which was about to break over the American colonies, and amid the

* McMahon, p. 315. † See page 9.

‡ McSherry's History of Maryland, page 116. In 1750 an act was passed by the English Parliament, taking the duty off of American iron, but at the same time prohibiting the erection of slitting or rolling mills in the colonies. The object of this measure was the preservation of the English forests from consumption as fuel for furnaces.

§ An interesting relic of the iron manufactories of those days recently came into the possession of the Stickney Iron Company, consisting of two or three pigs of iron discovered at the bed of the Patapsco River, just below the city, at a point between Fort McHenry and the wharf of the Stickney Company's Furnace. These pigs are corroded and covered with barnacles, but distinctly bear the mark "Principio * 1751," showing that they have probably lain at the bottom of the river for more than a century. The Principio Furnace was erected in Cecil County, about 1715-20.

McMahon, p 316

struggles and hardships of which, the bands which bound them to England were to be finally severed, and the foundations laid of their future greatness.

The restrictions and encroachments which had been made by England, under the plea of regulating commerce, upon the trade of the colonies, although giving rise to occasional manifestations of dissatisfaction, had for the most part been quietly submitted to. But notwithstanding this, the colonies with one consent stoutly maintained their exclusive and indefeasible rights to regulate all matters relating to their own internal government, and the imposition of taxes. In no colony was this feeling more deeply rooted than in Maryland. Proud of their charter government, and the rights it assured them, the freemen of this Province viewed any encroachment upon their liberties with peculiar jealousy. England on the other hand was as persistently determined to abrogate all chartered rights, and take the matter of taxation into her own hands, so as to derive a revenue from the colonies by this means. When, at length, the war with France having been brought to a successful termination, the French possessions in America were ceded to England by the Treaty of Paris, (1763,) and England was thus left to deal with only her own colonies, without the possibility of foreign intervention, the time seemed to have come when the long cherished plans of taxation might be put into successful operation. Well aware of the difficulties of the undertaking, and the opposition which it would excite on the part of the colonists, the English government proceeded slowly towards its accomplishment, cautiously feeling the temper of the colonists, and seeking to adopt, as the entering wedge of the odious measures, some plan of taxation which should be as little onerous as possible. The history of the "Stamp Act," by which it was hoped that a tax—free from all the annoyances of collection—might be successfully imposed upon the colonies, belongs to the history of the whole country. The act was passed by the English Parliament in March, 1765. Perceiving the necessity for united and concerted action on their part, the colonies had recourse in this emergency to a *Continental Congress.* The Congress assembled at New York in October of the same year, and in its firm but temperate tone, the colonies gave unmistakable evidence that they were arrayed with an unbroken front against the aggressions of the mother country.

The sturdy opposition to the tax which was maintained by all the colonies, and which led to the repeal of the act by the English Parliament the very next year after its passage, manifested itself in Maryland by the prompt expulsion of the Stamp distributor from the Province, with every mark of indignation and contempt, immediately upon his arrival from England; and a quantity of stamped paper which arrived here was not suffered to be taken from the ship in which it was brought over.

Although from the impossibility of enforcing it, the English Parliament was thus obliged to repeal the Stamp Act, the long cherished purpose of taxing the colonies was not abandoned. The next method resorted to

for accomplishing this object, was the imposition of a duty on certain articles—especially tea—imported into the colonies. This duty, it was thought, might be successfully imposed under cover of the right to regulate commerce, which had been already conceded to the English government. But public feeling in this country was now too thoroughly aroused for any plan of taxation to be submitted to. "Non-importation Societies" were formed for the purpose of excluding English merchandise from the colonies. The American market being thus closed, a large quantity of tea accumulated in the warehouses of the East India Company. It then became the interest of that Company to co-operate with Parliament in attempting to force the tea into the American colonies; and in order to facilitate that Company in its efforts, in May, 1773, Parliament allowed a drawback upon tea exported to America, so that the duty might be imposed without enhancing the price of the article. Under this arrangement, several cargoes of tea were shipped with the hope that now they would be admitted into the country. But the colonies were contending for a principle; they claimed that they could not be taxed by a Parliament in which they had no representation, and they would agree to nothing that involved a surrender of that principle. The vessels consigned to New York and Philadelphia were forced to return without unloading; that consigned to Boston was boarded at night by a party of citizens in disguise, and its contents thrown overboard. Several packages of tea that were brought over by a vessel that came into the St. Mary's River, Maryland, in August, 1774, were sent back without being unloaded; while a vessel which arrived in the October following, at Annapolis, (then the principal city, and still the capital of Maryland,) with eighteen packages of tea on board, was not allowed to come up to the landing; and the consignee, who had paid the duty on the tea, in the hope of being permitted to land it, could only allay the popular indignation by burning the vessel and its contents, setting fire to it with his own hand. As a consequence of the destruction of the tea at Boston, a bill, depriving that city of its privileges as a port of entry and discharge, was passed by Parliament, and received the royal sanction March 31, 1774.

A Continental Congress, which had proved so successful against the Stamp Act, was in the present emergency again resorted to. It assembled in Philadelphia, September 5th, 1774. The unanimous and determined resolution exhibited by this Congress to maintain the colonial rights and liberties, showed plainly that the English government had aroused a bold and free-spirited people. A system of non-importation, which had already been very generally adopted, was now formally recommended, excluding from the country not only the taxed articles, but all articles whatsoever which came either directly or indirectly from Great Britain or Ireland. Corresponding restrictions were laid upon exportations; so that the system recommended was really one of non-intercourse with the mother country. The object which the colonies sought to accomplish by these means, was the repeal of the obnoxious measures of taxation. They still hoped that the English

government would recede from its position, as it had done in the case of the Stamp Act. A strong feeling yet existed, on the part of many, against hostilities with the country they still called "home." But the course of the English government showed that there was nothing to be hoped for from that quarter. "The petitions" of the colonies "were spurned, their assemblies declared rebellious, their persons and property made objects of plunder, and those bloodhounds of war, foreign mercenaries, were to be let loose upon them to pillage and desolate their country."* All hope of reconciliation was now removed, and the American people were ready to sever the last ties that bound them to England. On both sides the preparations for hostilities began. The decisive step was at last taken. On the 4th of July, 1776, the Continental Congress, then assembled in Philadelphia, published to the world the Declaration of Independence. The news was received in Baltimore with great enthusiasm. On the 22d of the month, the Declaration was publicly read from the Court-House, amid the acclamations of the people, the firing of salutes, and cries for the prosperity of the United States. At night the town was illuminated.

The Proprietary government of Maryland was at this time held by Henry Harford, Esq., an illegitimate son of the last Lord Baltimore, who had died in 1771, and with whom the title had become extinct. Towards the government of the Lords Baltimore, who, for the most part, had ruled the Province with a beneficent sway, the people of Maryland entertained feelings of loyal attachment; but towards the present Proprietary, a stranger in person and in name, none of these feelings existed. His government was promptly overthrown, and a Convention called to frame a constitutional government for the new "State of Maryland." In this Convention, which assembled at Annapolis, on the 14th of August, 1776, Baltimore-Town, (which could now boast of 564 houses and 5,934 inhabitants, with 821 more at the point,) for the first time had representation separate from the county, being permitted to send two delegates in addition to the four returned from the county.

From the very commencement of the war, and throughout its continuance, Maryland entered into it with spirit and energy. The nearness of the battle-fields caused constant demands to be made upon this State, for supplies of both troops and provisions. The demands were promptly met; and the troops themselves, by their gallant conduct in many a hard-fought field, have made famous the name of the Maryland Line. At the battle of Long Island, (Brooklyn Heights) August 27, 1776, when the Maryland troops were for the first time brought into action, a part of a battalion shook, with repeated *bayonet charges*, a whole brigade of British regulars. The reputation which they then won, as being the first American troops to use the bayonet, was well maintained. On more than one occasion thereafter, Maryland troops charged and repulsed the enemy with unloaded muskets. In addition to her troops in the field, Maryland had, during a part of the war, to maintain a separate

* McMahon, p. 429.

marine service, for the protection of her shores from the English cruisers, which, until the arrival of a French fleet in 1779, continually infested the Chesapeake Bay.

The demand for money for the public service, far beyond what could be raised by taxation, which the necessities of the war occasioned, led to immense issues of State and Continental paper currency. This currency, without credit, and with a compulsory circulation, very soon became greatly depreciated. Perceiving the ruinous tendency of a superabundant and depreciated currency, Congress sought to correct the evils inseparable from such a condition of affairs, by calling upon the States to contribute their respective shares for redeeming the greater part of the circulation. The portion for which Maryland was thus called upon to provide, was more than $20,000,000. Finding it quite impossible to raise this sum by taxation, it was finally determined by the Assembly of Maryland, in March, 1781, to redeem it, by a new issue, (called the *black* money,) at the rate of forty of the old for one of the new. The next year the black currency was replaced by a new issue, called the *red* money. The credit of this issue was better sustained than that of former issues, as the proceeds of the sales of the confiscated property of persons disaffected to the cause of American liberties, was pledged for its redemption.

The privations and necessities of the Revolutionary War, called for the exercise in the American people of the very qualities which formed the best guaranty of the stability of that independence for which they fought; namely, a dependence on themselves and their own resources. Various branches of manufacture which had been prohibited under British rule, were established during this period, to supply the place of the foreign products, which could no longer be obtained. As early as 1778, there were established in Baltimore-Town a linen factory, a bleach yard, a paper mill, a woollen and linen factory, a slitting mill, a card factory and two nail factories. And notwithstanding the difficulties which had to be encountered, a very considerable foreign trade was carried on—chiefly with the West Indies—in the swift-sailing craft of the Chesapeake. The progress made in commerce at this time, was sufficiently great to lead to the establishment of a custom-house at Baltimore, in 1780; thus relieving the merchants of this place from the delays and inconvenience to which they had hitherto been subjected, in entering and clearing their vessels at the custom-house at Annapolis.

During the years intervening between the cessation of hostilities (1782) and the adoption of the Federal Constitution, (1788) there was a temporary suspension of even that commercial activity that had been able to exist during the war. With a depreciated currency, inadequate shipping, an unpaid war debt of $44,000,000, and the future condition of the country, and even its national existence, enveloped in uncertainty, there was cause enough to paralyze for a while even the most determined energy. The commercial difficulties at this time were very much increased by an over-importation of foreign goods. The low prices of tobacco and flour, which still formed the principal

articles of export from Maryland, added to the distress in this part of the country. But this state of things was not destined to continue long. The establishment of the Federal Government, and the funding of the public debt, restored a feeling of confidence, and there soon followed a period of remarkable commercial activity and prosperity.

A new avenue that was opened for the tobacco trade, tended directly to secure for Baltimore that pre-eminence to which it was justly entitled, but for which it had long to struggle with several other towns, which in those days were formidable rivals. Under England's colonial system, the tobacco trade before the Revolution, had been carried on exclusively with English merchants, who had their agencies at some of the older towns, situated at convenient places of landing and shipment upon the rivers. Among the principal seats of this trade were Annapolis, Bladensburg, Upper Marlboro', and Elk Ridge Landing. To these places, the tobacco, securely packed in hogsheads, was conveyed from the plantations by being *rolled* along roads that were constructed for the purpose. Several of these primitive roads still exist in the State. One of them, which leads through a part of Baltimore County to Elk Ridge Landing, still bears the name of the "Rolling Road."

After the war, the English merchants sought to regain their lucrative traffic, and for this purpose re-established their agencies at the former places of trade; but in the meanwhile a Dutch house had settled at Baltimore, and entered largely into the tobacco business, purchasing for direct shipment to Holland. By the acquisition of capital, the Baltimore merchants were soon enabled to make shipments in their own vessels, and for their own account. In this manner, the tobacco trade became entirely diverted to Baltimore, and the agencies of the English houses at other places were discontinued.

With the advancement of commerce, the condition of the harbor of Baltimore began to attract attention. In 1783, a board of nine port-wardens was appointed, with authority to make a survey and chart of the basin, harbor and Patapsco River, to ascertain the depth and course of the channel, and provide for the cleaning of the same. In order to defray the expense of this undertaking, an impost of one penny per ton, (afterwards increased to twopence,) was laid upon all vessels entering or clearing.

The water at that time reached up to Exchange Place and Water street on the north, and nearly to Charles street on the west; the space occupied by water being estimated as equal to double the surface of the present basin and docks. While the means of intercourse with foreign countries were being thus improved, domestic and inland connections were not overlooked. In 1782 a line of stages was established between Philadelphia and Baltimore, and the following year lines to Frederick-Town and Annapolis. A company was organized to make a canal on the Susquehanna, and shortly after the Potomac Canal Company was formed. The Chesapeake and Delaware Canal Company was not organized until 1799, but the project had been contemplated, and the surveys made, as early as 1769. As the first indication in this vicinity of

the revolution which steam was about to introduce in the commercial world, James Rumsey, of Cecil County, procured, in 1784, the exclusive privilege for this State for making and vending "vessels to be propelled by steam with or against the current."

In the general spirit of progress manifested at this time, the internal improvement of the town was not neglected. The streets were extended, and for the first time paved; and the various bridges across the falls were put in a more substantial condition. The single market-house which had hitherto been used, being found inadequate to the wants of the growing population, (which in 1782 was estimated at 8,000, an increase of one-third since 1775,) it was abandoned in 1783 and three new ones erected, in which market was held on different days of the week. The three new markets established were the Centre Market, on land given by Mr. Thomas Harrison; the Fell's Point Market, for the benefit of the residents at the Point, which was built on land given by Mr. William Fell; and the Hanover Market, for the accommodation of persons in what was then the extreme western portion of the town.

The ground upon which the Centre Market was erected was a part of the marsh which has been hitherto spoken of as lying along the western border of the falls. It was at first intended to dredge, out and make a long dock of the lower portion of this marsh; but this plan was in part abandoned when the erection of the market-house was determined on. From the nature of its site, the Centre Market is still popularly called the "Marsh Market," and the dock that comes up to its lower end, bears, and well merits, the name of "Long Dock." In 1785, the wharves of the town were much extended and improved. Among the improvements of this year, may be especially mentioned the construction of Bowly's Wharf.

In 1784, the first Sugar Refinery was established in the town, and the same year some Glass Works were erected on the Monocacy River, in Frederick County, by some German manufacturers. These works were removed to Baltimore in 1788, and located upon the south side of the basin, where they still continue.

The revolution in France, and the subsequent wars upon the continent of Europe, gave the occasion for that period of commercial enterprise and activity to which allusion has already been made. The opportunity was grasped by the merchants of Baltimore with promptness and energy; and from 1790 until the outbreak of the war with Great Britain in 1812, this city was distinguished for its rapid growth in population and commercial importance.

The interruption to agriculture occasioned by the wars, caused an increased demand in Europe for American wheat and flour. The colonies too of European nations, which, under the prevailing colonial system, were permitted in time of peace to have intercourse with the parent countries only, being cut off by hostile cruisers from their accustomed avenues of trade, were compelled to seek in America a market for the sale of their produce and the purchase of their necessary supplies. An active foreign trade, both with

Europe and the West Indies, was thus created; and the sailing qualities of the craft of the Chesapeake, which had already acquired a high reputation, before the invention of steam, for fast sailing, secured for Baltimore the greater portion of that trade. The sailing qualities of these vessels, which have made the name of "Baltimore Clippers" familiar throughout the world, were at that time unequalled by any vessels built in this country, and unapproached by any built in Europe. Indeed, it was long before the art of constructing them was practised anywhere outside of the Chesapeake Bay. They were schooner-rigged, and the great secret of their excellence lay in the fact that they were built so as to sail within four or four and a half points of the wind. The advantage that this peculiarity gave them, enabled them in most cases successfully to elude the pursuit of any vessels belonging to the blockading squadrons of the belligerent powers that might offer to give them chase; for if they could but get to windward of their pursuers, it was useless for vessels of any other construction to attempt to follow them.

Such was the success of the "Baltimore Clippers," that this city enjoyed during the period of which we are speaking, the chief part of the European and West Indian trades of this country, besides doing a large carrying trade between the nations of Europe and the West Indies. For the latter, this was one of the principal markets in the world, whether for selling or purchasing; and those West India goods that found their way to Europe, were for the most part shipped first to Baltimore, and reshipped from here to their place of final destination. The quantity of these goods brought to this port was so great, that sales of them were chiefly made at auction, in entire cargoes. These auction sales were at that time a special feature of the Baltimore market.

Upon the restoration of peace in 1801, the nations of Europe immediately enforced their colonial systems, (by which the trade of the colonies was restricted to their parent countries,) and thus that portion of the foreign and carrying trade of Baltimore, that had arisen in consequence of the suspension of those systems, was for a time interrupted. But the interruption was of short duration. Upon the resumption of hostilities, in 1803, occasion was again given for the exercise of that adventurous spirit of enterprise that had before been so successful; and notwithstanding the *Orders in Council* and *Decrees* wherewith the belligerent powers of Europe sought to close each other's ports against the commerce of the world, the adventurous merchants and daring seamen of Baltimore succeeded in maintaining their commerce until the close of the year 1807, when, as a retaliatory measure to the restrictions imposed upon trade by the nations of Europe, a general embargo was proclaimed by the government of the United States.

Although the hazardous trade of this period was for the most part successfully and profitably prosecuted, heavy losses were occasionally incurred by the capture of some of the blockade-runners, while attempting to elude the vigilance of the squadrons which were everywhere on the lookout for them. Prior to the year 1795, when the first Marine Insurance Companies were

established here, the merchants either took the risk of these losses themselves, or else effected an insurance with private capitalists, who, for a consideration, would guarantee them against loss. This was, during the last century, the usual method of marine insurance practised both in this country and in England, where the custom which long prevailed, of exposing the name and description of vessels upon which insurance was asked, at *Lloyd's* Coffee House, for the capitalists who congregated there to *write under* their names and the amounts they were willing to venture, has caused the terms "Lloyds" and "underwriting" to be permanently identified with the business of marine insurance.

Upon the removal of the embargo in 1809, besides the reopening of the old channels of trade, the neutral shipping of America was largely occupied, from that time until the outbreak of the war with Great Britain in 1812, in supplying the English army in Spain, which it was found necessary to provision chiefly from this country.

The prosperity of Baltimore at this time was not maintained solely by a foreign and carrying trade. The imports, which were far beyond the requirements for home consumption, could not have been disposed of, if a market had not been found for them beyond the limits of the town, nor could the demands for export have been met, if produce and cereals had not been drawn from the agricultural regions of the interior. Its central position, its accessibility as an inland seaport, and the direction of the water-courses, made Baltimore the first, as it is still, the natural market for the West.

The western trade, which, before the Revolution, had been conveyed on the backs of pack-horses, walking in single file through the narrow paths which led across the mountains, now required for its transportation the huge canvass-covered "Conestoga" wagons, which, with their teams of six or eight horses, and jingling bells, used to traverse the old Braddock's road and the turnpikes that had been constructed as far as the navigable waters of the West. The relics of this old method of transportation may yet be discerned in the immense yards, made for the accommodation of these wagons and teams, attached to a few of the old inns in Baltimore that have yet escaped the march of improvement.

The actual growth of Baltimore during this period is best indicated by the increase in the population, which, from the United States census reports, we are now able to observe by decades. In 1790, the population numbered 13,503. In 1800, it had increased to 31,514, and in 1810, to 46,555. A considerable accession had been made, in 1793, by the arrival of French refugees, to the number of about 3,000, from Cape François. Besides the increase in the population, which this arrival made, it was of benefit to Baltimore as the means of stimulating that West Indian trade, which contributed so greatly to the prosperity of the city during this period. The tonnage of the town, which, soon after the adoption of the Federal Constitution, was reported as 36,305 tons registered vessels, and 7,976 licensed and enrolled, had increased

in 1795, to 48,007 of the former, and 24,470 of the latter. The same year there were counted in passing to Baltimore 109 ships, 162 brigs, 350 sloops and schooners, and 5,464 bay craft and small coasters. On the 31st December, 1796, sixty-seven years after its foundation, "Baltimore-Town" was at last promoted to the dignity of a city, incorporated by the State Legislature under the name of the "Mayor and City Council of Baltimore."

Among the public buildings and internal improvements which deserve mention, Fort McHenry, on the extreme end of Whetstone Point, was built in 1794. In 1795, a number of flouring mills were established in and about the city. The Baltimore Library Company was established the same year. In 1805, the present court-house was begun, and occupied in 1809. The corner-stone of the Roman Catholic Cathedral was laid in 1806, but this building was not completed sufficiently for consecration until 1821. In 1808 the water company, for supplying the city with water was incorporated, and the same year, the manufacturing interests of the city were increased by the erection of several new factories upon Gwynn's and Jones' Falls.

The arrogant claims made by England to a "right of search," that is, a right of overhauling on the high-seas and searching the vessels of foreign nations, with the purpose of taking therefrom any seamen that might be claimed as British subjects, added to the restrictions with which she constantly sought to embarrass the trade of this country, led to a declaration of war by the United States government on 18th January, 1812. While some portions of the country were violently opposed to that measure, Maryland, though from her position and the nature of her trade, necessarily one of the chief sufferers by the war, was forward and determined in supporting the policy of the general government.

From the commencement of the war, the Chesapeake Bay was vigorously blockaded by the British fleet. Its position, affording an approach to the interior and the National Capital, and the reputation its craft had acquired in the commerce abroad, made it an important place to occupy and close. Occasionally a Baltimore vessel was able to elude the blockading squadron and get to sea, but a return to port was quite impossible. In this extremity the merchants of Baltimore resorted to the expedient of ordering their vessels to return to other ports less vigorously blockaded, and there deliver and receive their cargoes. By availing in this way of other ports, and conveying their merchandise inland by means of wagons, the merchants of Baltimore were able to retain possession, in large measure, of their foreign commerce.

During the war a number of privateers were fitted out at Baltimore, some of which performed very gallant and distinguished service. In 1814, the war was brought directly home to our people. Hitherto, descents had been made by the enemy's fleet only at comparatively undefended points along the bay shore; but in August of this year, a force of 5,000 men, under General Ross,

was landed on the Patuxent River, and began their march towards Washington. Having overcome, on 24th August, a force which had been gathered at Bladensburg to resist them, they proceeded to Washington and burned the National Capitol, the President's Mansion, Government offices, public records, the Library, and much private property.

After this success, General Ross next turned his attention towards Baltimore. On the 12th September a force of 5,000 men was landed upon North Point, at the mouth of the Patapsco River. They were met by an inferior force of Maryland and Pennsylvania militia, and a sharp engagement ensued, at the close of which the militia fell back to a position nearer the city, but not until they had inflicted such a loss upon the enemy as deterred them from following. The commander of the invading force, General Ross, was killed early in the engagement. On the evening of the next day an unsuccessful attack was made by the fleet upon Fort McHenry, and during the night a force, which, under cover of the fleet, had passed by the fort in barges, was met with such a destructive fire from the batteries which had been erected on the point, above the fort, that one of the barges was sunk, and the others retreated precipitately to the fleet. Thus gallantly resisted by land and water, the invading force abandoned the attack upon Baltimore, and made no similar attempt upon other cities. The war was brought to a close about the end of the year by the Treaty of Ghent, signed 14th of December, and ratified by the United States the 17th of February following.

After the close of the war, commerce began to resume its former channels. But the wars with which the Continent of Europe had been so long convulsed were about drawing to their close. And upon the final overthrow of the Empire in France, in 1815, and the return of peace, the nations of Europe resumed their own carrying trade, and the American merchants were thus deprived of a trade of which they had had almost a monopoly. In the years 1817, 1818 and 1819, short wheat crops in England caused a demand in that country for Maryland wheat; and in consequence of the removal of the Portuguese Court to Brazil, and the revolutions which resulted in the overthrow of Spanish rule in South America, new avenues of trade were opened to the enterprise of our merchants in that quarter.

But a greater evil than the curtailment of foreign trade had to be contended with at this time. The Bank of the United States had expired by limitation in 1811. Immediately there sprang up a host of local banks subject to no restrictions whatever in their operations. Upon the closing of the ports upon the Chesapeake Bay during the war with England, and the consequent diversion of the trade of the Middle States to places which were less molested, it soon appeared that the specie of the Middle States would be attracted to places of greater activity. To prevent this drain, the banks resorted to the suspension of specie payment and the issue of a paper currency. And when

the demand for money occasioned by the exigencies of the war arose, it was met by large issues of this money. This method of manufacturing capital was found so easy and attractive, that it was indulged in recklessly and without limit. A dangerous spirit of speculation was engendered. Every one rushed into the arena, borrowing the easily obtained money upon almost any species of property, with little thought bestowed upon the day of reckoning by either borrowers or lenders. The result of this system soon appeared in a rapid depreciation of the money, (which had at best a fictitious value,) and widespread financial distress and embarrassment; for these evils, though falling most heavily upon the Middle States, were felt throughout the country. It was finally determined that the means for curing all these evils, and establishing a uniform currency throughout the country, would be secured by the re-establishment of a national bank. Accordingly, in 1816, the new Bank of the United States was inaugurated. The enterprise was eagerly entered into, and of the capital of $28,000,000, $4,014,100 were subscribed in Baltimore.

The principles upon which this bank was established made it necessary that the local banks should prepare for specie payment. This at once placed a check upon the accommodations which they had been extending to their customers, and upon which the latter had become dependent. Everywhere the creditor pressed the debtor, and the financial difficulties increased. Added to this, it soon became evident that it was quite impossible for the Bank of the United States to redeem the promises that had been made for it, and a fall in the price of its stock occurred to such an extent as to plunge in absolute ruin many of the subscribers.

Although thus beset with difficulties, their characteristic spirit of enterprise did not forsake the people of Baltimore. Since the critical period of which we have been speaking, and which reached its climax in 1819, the history of Baltimore for forty years, is a history of steady growth, interrupted only by the financial crises of 1837 and 1857, which shook to their base the commercial interests of the entire country. The foreign commerce during this period was not what it had been during the continuance of the peculiar circumstances amid which it took its rise; and though the spirit of adventure and excitement which had been fostered by the former conditions of trade, had to accommodate itself to a slower motion, the latter is probably the more healthful condition, and more truly indicative of steady and permanent growth.

Among the public buildings, etc., erected between the time of the war with Great Britain and the year 1820, may be mentioned the School of Medicine on Lombard Street, (part of the University of Maryland,) completed and occupied in 1812; the Washington Monument, and the one known as the Battle Monument, both begun in 1815; the Merchants' Exchange, undertaken in 1815 and completed and occupied in 1820. This building is now occupied by the United States Government as a Custom-House and Post-Office. In 1816 Gas Works were established here, which were the first in the country

to afford a general supply for the use of citizens, and for lighting the streets. The corporate limits of the city were extended the same year to the present size, embracing an area of about 10,000 acres.

The comparative sizes of the original town and the present city, are accurately shown in the accompanying cut. The original water-line on the side of the basin is carefully marked, and the original course of Jones' Falls, which once reached, in a deep horse-shoe bend, as far as to the corner of Calvert and Lexington Streets. On the eastern side of the Falls, the location of "Old Town"* is indicated, and north and south of the harbor, appear Fell's and Whetstone Points, with Fort McHenry upon the extreme end of the latter.

In 1813, the first steamboat was introduced here, to run between Baltimore and Frenchtown, as a part of the line between this city and Philadelphia. The application of the newly discovered power of steam, which was then deemed little better than experimental, soon began to exercise a powerful influence upon the business relations of Baltimore.

The introduction of steamboats upon the Ohio and Mississippi Rivers opened to the people of the West a new and cheaper mode of communication

* See page 13.

with the seaboard than was afforded by the wagons and turnpikes upon which they had hitherto depended. The establishment of steam communication with New York, also attracted in that direction the trade which had hitherto come to Baltimore. The people of Baltimore were not, however, of a temper to permit the resources, which their natural advantages gave them, to slip from them by reason of the superior artificial advantages of other cities. In December, 1823, a public meeting was held in the Merchants' Exchange, to take the sense of the people on the subject of canals, or rather, (as their utility was recognized,) to ascertain whether it would be most acceptable to the citizens to undertake, first, a canal to the Susquehanna, or one to the Ohio. The great majority preferred the former. An act of the Legislature was therefore procured, authorizing the city to make a canal to the head of tide-water on the Susquehanna, and further, if permitted by the State of Pennsylvania. Another act was passed, incorporating the Potomac Canal Company, for the purpose of constructing a canal from tide-water on the Potomac, to the Ohio River. The next year, this latter was merged into the Chesapeake and Ohio Canal Company, which was incorporated by the Legislature of Virginia for the same purpose. In 1826, upon the publication of estimates, showing the immense expense that would be incurred, and the great difficulties that would have to be overcome, in constructing a canal across the mountains to the Ohio, it was at once perceived that this cherished plan would not yield all the advantages that had been anticipated by its projectors. This discovery only led the citizens of Baltimore to devise some new means by which to secure their western communications. Their deliberations resulted in the determination to accomplish their purpose by the construction of a railroad. Accordingly, in February, 1827, an Act was passed by the Legislature, chartering the Baltimore and Ohio Railroad Company, which was the first railroad chartered in the United States. The canal was not abandoned in consequence of this rival enterprise, but the corner-stones of each were laid July 4th, 1828, Charles Carroll of Carrollton officiating for the railroad, and President Adams for the canal. On the 9th of August, 1829, the hundredth anniversary of the passage of the act creating Baltimore-Town, the Susquehanna Railroad was begun. In 1837 the Philadelphia, Wilmington and Baltimore Railroad was opened for travel. In 1853 the Baltimore and Ohio Railroad was completed to the Ohio River, and in 1857 its continuation to St. Louis was perfected. In 1854 the Susquehanna Road was consolidated with other roads extending through the State of Pennsylvania, under the name of the Northern Central Railway. In 1829 the Chesapeake and Delaware Canal was undertaken.

As in 1816 Baltimore had the distinction of being the first city in this country that was lit by gas, and in 1827 of being the first to inaugurate a railroad, so, in 1844, it was again distinguished by the erection, by Professor Morse, between Baltimore and Washington, of the first electric telegraph in the world.

The growth of the city during a period of forty years, is indicated by the United States census returns of the population:

In 1820	the	population	was..... 62,738
" 1830	"	"	 80,625
" 1840	"	"	102,313
" 1850	"	"	169,054
" 1860	"	"	212,418

The trade of Baltimore, which first rose to importance during the Revolutionary struggle, and flourished amid the dangers incident to subsequent wars, both at home and abroad, was at length destined to be seriously crippled by a war that came to our very doors. In the civil war of 1861-5, between the Northern and Southern States, Maryland occupied the position of a border State between the contending sections. Although herself the field of battle on but two occasions, her frontier position, the constant presence of large bodies of troops within her borders, the severance of all communication with her Southern customers, and the risk attending the communications with the West, from the liability of the railroads to interruption, and the freights to capture or seizure, caused the loss to Baltimore, for the time, of her Southern trade, and on account of the impoverishment of the Southern people, the permanent loss of much that was owing from that section; whilst the Western trade became temporarily and partially diverted to other cities.

Since that period of enforced inaction, a reviving spirit of life and energy has been manifested. The railway communications extend, by the Northern Central Road, north and west to the lakes and Canada; by the Philadelphia, Wilmington and Baltimore Road, to all parts of the Northern and Eastern States. The Baltimore and Ohio spreads its constantly increasing connections over the whole of the western country, and as far as San Francisco; while its southern branch through Washington connects throughout the Southern States and as far as New Orleans. Of local roads, there are the Western Maryland, extending through the rich farm-lands of Carroll, Frederick and Washington Counties to Hagerstown, and projected to Williamsport, upon the Potomac River; and the Baltimore and Potomac, opening up a fertile country hitherto inaccessible by rail, and affording a southern connection for the Northern Central Road, and the Pennsylvania Central with its connecting lines. Now in course of construction, there are the Baltimore and Drum Point Railroad, which will extend from the city, south, through the entire length of Anne Arundel and Calvert Counties; and the Union Railroad, which, making almost the entire circuit of the city of Baltimore, will afford the means for prompt connection between the various railways that enter the city. These various roads secure to Baltimore by steam communications, its natural advantages as the seaboard depot, indicated by the geographical formation of the country, for the West. Domestic lines of steamers communicate

with Boston, New York, Philadelphia, Richmond, Norfolk, and all the lesser places on the Chesapeake Bay and its tributaries, Wimington and New Berne, N. C., Charleston, Savannah, Key West, New Orleans, Havana and Galveston; while two prospering lines of steamers to Europe, the North German Lloyd to Bremen via Southampton, and the Allan line to Liverpool via Halifax, demonstrate the fact that the foreign commerce that was once enjoyed by Baltimore needed but the opportunity to return.

The imports at the port of Baltimore, which in 1860, amounted to $9,784,773, and in 1862, in consequence of the war, had fallen to $3,696,620, rose in 1870, to $21,017,313; in 1871, to $26,770,181; and in 1872 to $29,429,439. The exports of domestic merchandise for the same years were, in 1860, $8,804,606; in 1862, $8,375,303; in 1870, $12,396,518; in 1871, $18,236,166, and in 1872, $17,381,591. The industrial products of the city and county of Baltimore amounted, according to the census of 1870, to the sum of $59,219,993 annually, in which was employed capital amounting to $26,040,040. The population of the city had increased from 212,418 in 1860, to 267,599 in 1870.* The property in the city and county was estimated in the census at $401,634,738. The tonnage of the port is 150,086.

Thus rapidly and in the merest outline, we have endeavored to trace the growth of Baltimore, from the straggling village of 1730, to the prosperous city of 1872. Whatever its growth has been hitherto, it is but the earnest of its capabilities for development. Its geographical position as regards the interior has been spoken of; as regards Europe, its position at the head of a bay, which was formerly considered a disadvantage to it as a seaport, enables the shipping to come *that much nearer the interior*, and by conveying freight further by water, and in bulk, causes a corresponding reduction in the cost of transportation; while the proximity of Baltimore to the coal regions, and the direct communication with them, which enables the steamers to take in their coal at $2.50 per ton less than it costs in New York, gives a direct saving of $2,000 upon the 800 tons consumed by steamers in each voyage across the Atlantic. The neighboring mines of anthracite and bituminous coal; the marble quarries of Baltimore County; the iron beds with which the State abounds; the lavish wealth of the Chesapeake Bay, with its world-renowned game and oysters and fish, afford in themselves a ready-made and apparently inexhaustible store of riches.

* An enumeration made the same year by the City Police, put the population at 283,375.

TO-DAY.

BALTIMORE, as a home, is one of the most delightful cities in the world. It possesses more solid advantages than any other city on the Atlantic seaboard for those desirous of establishing themselves in a great metropolis, for purposes of trade, commerce, or business of any description. Situated about the centre of the Atlantic coast, at the head of the great Mediterranean Sea of America, it is equally removed from the intense cold of northern latitudes, and the blinding heat of our more tropical sisters of the South. An equable climate, soft, balmy, salubrious, and almost entirely free from the

NEW CITY HALL.

dense fogs which are the horror of the generality of cities adjacent to the seaboard, gives to it that healthy mean, which is seldom present along any of the water courses of this country or Europe. Its mild winters usually furnish ice enough for home consumption, gathered during the *cold snaps* that occasionally occur; while the pleasant bracing weather, which prevails during many weeks of that season, gives abundant opportunities for out-door labor, the use of hydraulic power and navigable water, and demands far less fuel than is required in cities further north. Located upon a small but beautiful river Baltimor

extends back over a succession of gently sloping hills, whose substratum is a sandy marl, and through which no mephitic vapors arise, no dampness injurious to health or life. In the original construction of the city, these hills probably presented serious obstacles to our worthy forefathers. Some were steep and unsightly, and required much grading, but the gradual expansion of the town enabled its builders to trim the rough edges, and cut down only so much as would relieve their precipitous character, without impairing their beauty and picturesqueness. These hills rise one above another step by step, until, on the outer boundaries of the city as now constituted, at almost any point, magnificent views of Baltimore, its harbor and the Chesapeake Bay, can be obtained. It may be also added that

THE CATHEDRAL.

because of its peculiar topography a person walking in any direction for three or four hundred yards, can obtain panoramic views of different sections of the city, such as can be had in few other places in the world. The Patapsco River with its inlets indents the land upon which Baltimore is built to a very considerable extent, forming natural extensions for wharf-fronts, and at the same time adding greatly to the beauty of the harbor, and the general landscape. Perhaps at some early period in the history of our city the marshes which formed at the head of these inlets, by their malaria may have produced those bilious diseases so frequent along the water courses of the Chesapeake, and a citizen of to-day feels doubtless a sensation of compassion, not unmixed however with self-congratulation, when he thinks of his ancestor, racked and tortured with the *shaking-ague* as he hurried from his morning meal to attend to the wants of his palsied customers. The marshes have long since been drained, the shores about the inlets converted into substantial wharves for the accomodation of our rapidly increasing commerce, and the miasma no longer rises from the lowlands, to disconcert the calculations of our citizens. Whether he dwells upon the

heights where he can view the broad expanse of water, the spreading woods and well tilled fields of the surrounding country, or lives in a lowly hut on the river's bank, the inhabitant of Baltimore is to-day in either case exempt from any of the diseases popularly supposed to be generated in that element. In fact, Baltimore is one of the *most healthful cities* in the world. Its location would make it so necessarily. "Cleanliness is next to godliness" and certainly very conducive to health. The City, from every point, converges by gentle slopes to the river. It matters not what may be the condition of the streets, a heavy rain will thoroughly cleanse them of all impurities, and in case of a drought it is only necessary to turn on the water by means of the plugs, to secure this result. Baltimore was built gradually; obstacles of no common magnitude were to be surmounted, and though these were regarded as disadvantages at the moment, they have since proved its most attractive and healthful features. Their presence has given to us broad and well ventilated streets, and a pleasing variety of surface, the absence of which is so oppressively felt in other cities. In some instances irregularities have resulted from the many hills encountered, but these without imparing their usefulness, have added greatly to the beauty of the city. But there are other reasons why Baltimore is delightful *as a home.*

There is a subtle something, hard to describe, *bon-homie*, good fellowship, good breeding, refinement, perhaps a combination of many excellent qualities, which seems to pervade the very atmosphere of the City, and to penetrate all the avenues of life. From time immemorial the reputation of our State and City for hospitality has been national. Recent events—the opening of lines of railway, and the concentering of business and commercial interests in Baltimore, through their representatives—have given a practical turn to this feature of the people, and have spread its fame throughout the length and breadth of the United States. Indeed, the numerous great assemblages that have taken place in our midst during the past few years have borne such ample testimony to this quality, that any further reference might savor of egotism. Society in Baltimore is delightful, and this remark is intended to apply to all grades and classes. The lines of demarcation between the different strata are finely drawn. The most severe and exclusive circles, refined, intelligent and educated, exist side by side with less ostentatious, but not less cultivated coteries; and in the humblest ranks of the community there is an independence of thought and action which beget manhood in the higher sense of the term. That our citizens fully appreciate this is attested by the fact, that Baltimoreans, in whatsoever section of the globe they may be, like the Swiss for their native Alps, long for the City that gave them birth, and never lose their pride in its beauty and delights.

A stranger from any of the large cities in this country or Europe, upon his entrance into the City of Monuments, is struck by the utter absence of *tenement-houses*—those fearful scourges, the hot-beds of crime and pestilence in so many of the larger communities throughout the civilized world. There are none here. Baltimore does not need them. Her unlimited capacity for extension in any direction is a practical barrier to the fabulous prices obtained for land in other cities; and rents are so reasonable, and the rates of living so much less expensive than elsewhere, that the humblest mechanic or laborer can ensconce his family in a modest dwelling and surround them with the pleasures and comforts of home. Instead of the indiscriminate herding of the industrious and the slothful, the sober and the drunken, the upright and the criminal, the healthy and diseased, and the promiscuous mingling of the sexes, so destructive both to morality and life itself, the struggling man with small means can gather his household about him, in a commodious dwelling, absolutely removed from impure contagion, and amenable only to those influences which emanate from himself or his associations. He and his family acquire an individuality and manliness which are apt to display themselves for the right, in their careers through life. Home-influence, the strongest, the purest, and most precious that can surround man, either in his relations to society, or the family circle, is offered here in all its freshness and luxuriance; and other cities should not be surprised when we claim superiority in this regard.

For many years Baltimore has fostered a Public School system, of which her citizens have learned to speak with pride. Through all the dissensions of politics, and we have not been exempt from them, this "stable bulwark" of good government and free institutions has never been suffered to languish. We would not consider it illustrative of our progress

BETHANY INDEPENDENT METHODIST CHURCH.

in this respect to exhibit a model school-house at a World's Exposition, and yet our Public School edifices will compare favorably, in point of architecture, internal adornment, and personal comfort, with those of any city in the world. Further—by zealous and persistent efforts on the part of our legislators, and careful study of the systems of the most advanced states in America, and the most enlightened nations of Europe, our School

System has been perfected as far as it is possible to do so with our present experience. The useful features of other plans have been incorporated with our own, and their blemishes unhesitatingly rejected. The Public Schools are open to all—from the pitiful gamin who cries the news through the day, and painfully ekes out his nightly slumbers on cellar doors or market stands, to the fastidious scions of our most aristocratic families, all are equally entitled to the benefits which our schools vouchsafe, and, what is more to the point, they avail themselves of these advantages. Experience has led our citizens, without sectarian or class distinctions, to send their children to the public schools of the city, and perhaps this commingling of the various elements that form the community has done much to produce that fellowship which binds the different classes to each other. When a boy has passed successfully through the various established grades—the Primary Department, the Grammar School, and the City College—he has received as thorough and comprehensive an education as can be obtained in many of the Colleges or Universities in this country. This is plainly exemplified by the number of prominent merchants, successful bankers, skillful physicians, learned lawyers and shrewd politicians in our midst who can claim no other *Alma Mater*. There are other schools and colleges in Baltimore, and thickly strewn through the State, of high repute, and supplied with corps of Professors, whose names are a guarantee of the advantages they claim. The education of the female portion of our population has been an especial care of those who have been intrusted with the supervision of our schools. Wise and virtuous mothers naturally lead to upright, manly and useful sons. Nowhere has this truth been more fully appreciated than in Baltimore; and the Female Department of our Public Schools bears ample testimony to its practical adoption. While the æsthetic and showy features of the more fashionable finishing institutions for ladies have not been overlooked, the solid and substantial training which leads to perfect womanhood is made to assume its proper place in the system. Thus the women of our city are imbued with accomplishments which fit them to adorn whatever station they may be called to fill, and at the same time are taught those durable branches of knowledge which place them above the fickleness of fortune and the vicissitudes of life.

We give a summary of the number of Schools, Teachers, Pay Scholars, Free Scholars, and the number on the roll October 31st, 1872, with the average attendance and number of different pupils in the various Public Schools of Baltimore City during the year.

GRADES.	No. of Schools.	No. of Teachers.	No. of Pay Pupils.	No. of Free Pupils.	On Roll October 31, 1872.	Average Attendance.	No. of Pupils in School during the year.
Baltimore City College,	1	10	317	23	340	314	502
Eastern Female High School,	1	11	297	67	364	320	486
Western " " "	1	12	379	49	428	384	565
Male Grammar,	18	98	2,378	1,467	3,845	3,194	5,918
Female "	19	102	2,535	1,711	4,246	3,437	6,390
Male, (unclassified)	1	5	169	63	232	184	351
Female, "	1	6	187	110	297	232	404
Male Primary,	28	142	2,081	4,387	6,468	4,840	9,756
Female "	31	146	2,312	4,390	6,702	5,042	10,286
Evening Schools, Male,	6	20	12	712	724	445	724
" " Female,	1	1		29	29	18	29
Day Schools, (Colored)	10	41	603	1,567	2,170	1,487	3,977
Evening Schools, "	4	12	316	214	530	362	530
Music Teachers,		4					
Drawing "		4					
	122	614	11,586	14,789	26,375	20,259	39,918

The promotions during the year were to the Grammar Schools 486, and to Primary Schools 2,401; making a total of 2,887. Total number in School during the year 37,031.

Besides the Public Schools, there are "Institutes" for the education of females, supervised and conducted by ladies whose very names are synonymes for all that is lovely and refined in private life, where girls are taught by precept and example the beauties and delights of the home-circle, and are fitted for that condition which has been so aptly styled "unspotted faith and comely womanhood."

The "Normal School," for the education of teachers, is a branch of our Public School system, and has been found very advantageous in the production of proficient instructors. We would like to dwell more circumstantially upon the really admirable features of this system, but our space is limited.

PEABODY INSTITUTE.

As a natural auxiliary to the above, we come to those institutions which have been founded through the munificence of some, and the public spirit of others of our citizens. Among these "The Peabody Institute" stands pre-eminent, both because of the bountiful nature of the benefaction, and the truly sublime character of the Donor. The aim of Mr. Peabody in the construction of the Peabody Institute has been but partially understood by many of our citizens. He was as wise as he was munificent. He had arisen from the humblest walks of life to affluence, and almost princely power. The sordidness usually

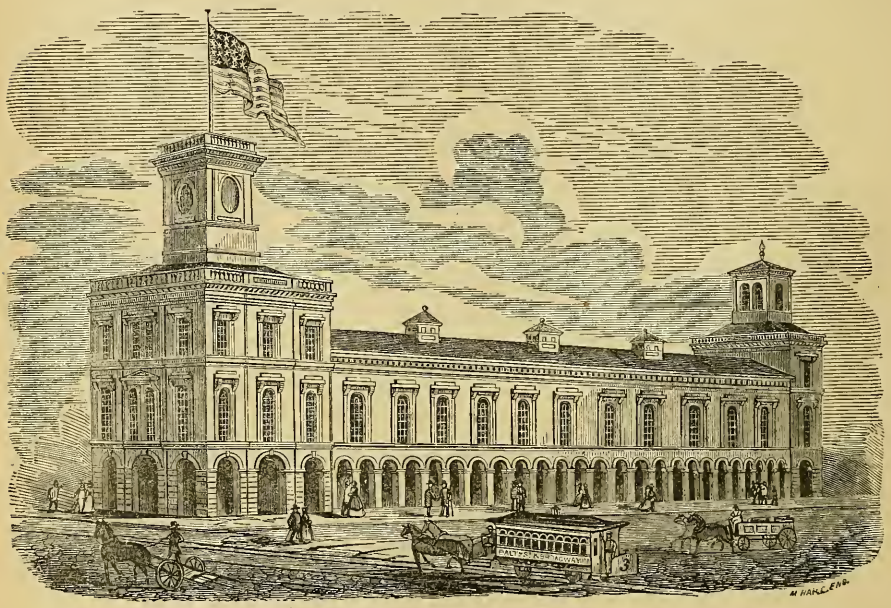
begotten of wealth, and the arrogance which attends the acquisition of power, found no lodging place in his great soul. His love for mankind, which was circumscribed neither by race nor nationality, and his sound judgment, springing from a series of successful commercial transactions, in which neither avarice nor dishonesty played a part, taught him that there were strata in the human race which must be separately treated—that "what was one man's meat was another's poison"—that efforts to contribute to the advancement of all classes of people by the same means, were likely to result in the rending of the ties which bind classes to each other, and would ultimately convert what was intended as a blessing into an occasion of dissension and strife. Such certainly were the sentiments which actuated him in bestowing upon Baltimore the munificent Institute which now crowns the summit of her most beautiful thoroughfare. He never intended it to be *popular*. The directions given by Mr. Peabody for the selection of a Library, for the creation of the Academy of Music, for the interior governance of the Institute, all point conclusively to the fact that he had in his mind's eye the elevation of the great middle class of people, the safeguard of every enlightened government on earth. Aristocracy was as far removed from his thoughts as was its antipode. The former is supposed, through its wealth and influence, to be able to take care of itself, and if at all desirous of soaring to the empyrean in art, science, or literature, a visit to foreign lands will quickly assure the gratification of such a taste; the latter class, except in extreme cases, develops no such inclination. Abject poverty, undisciplined tastes and passions, and utterly uncultivated minds, do not prepare people to wrestle with the higher branches of education, any more than does preaching fit a man for soldiering, or ploughing qualify him for the judicial ermine.

The poorest classes of the people are provided with ample instruction for whatever course in life they propose to follow, and generally, they seek just so much as will enable them to pursue it. Occasionally some youth more ambitious than the rest, or more richly endowed with qualities which win, breaks through all obstacles, and outstrips his fellows in the race of life. There is nothing in this country to stay his progress. It is as republican in tone, as democratic in form. Class distinctions are of the slightest character—a helping hand is immediately extended to such an one, and he at once passed from the lowest stratum, to a higher place in society. Then can he avail himself of the advantages which "The Peabody" holds out to every citizen of Baltimore. Mr. Peabody had experienced just such a transmutation. From humble life, by regular gradations he had reached the highest social and financial position. His mind closely analytic with reference to his fellow-creatures, and wonderfully clear-sighted, wrought out for their benefit, schemes in different portions of the world perfectly consistent with their wants in those localities.

In London, where thousands of the poor perish annually from starvation, he devoted a princely fortune to the amelioration of their condition. In America, where it was required, he bestowed a similar amount; but as has been said above Mr. Peabody was as far-seeing as he was benevolent. America was the land of his nativity. He loved her, as only her sons can love who have spent many of their days in a foreign land—when he returned to her shores, after a lengthened absence, he saw many things to admire; but one element was lacking which he had learned during his European experience, to consider essential to a nation's advancement. That solid system of education fostered by a thousand years of aristocratic and kingly rule in England, and on the continent, was nowhere to be discerned. With scarcely an exception, the institutions of learning in the United States actually left off where the Universities of Great Britain and Europe commenced. The whole American people were subject to a system of semi-education, which might serve for the present the spirit of money-making inordinately developed among us, but which would in the future, totally unfit men for grappling with the great problems that might arise when teeming millions would swarm where thousands now imagined themselves crowded. Imagination too, ideality, what was known to the Greeks as "the beautiful," which makes up one-half, and far the better half of human life, was in danger of being forgotten. No school of Art

that deserved the name existed. To provide for such an anomalous state of society, and to direct the American mind to the contemplation of all that is grand and beautiful in life, he determined to found institutions in different parts of America, through which, by libraries of the first excellence, the diffusion of the principles of science, the illustration of the nobler efforts of art, and the gradual education of the popular taste for the sublimer masters in music, the Americans would ultimately come to learn and appreciate the advantages of thorough, solid education as well as their neighbors across the water. His own declarations, his own instructions, and the institutions which have arisen under his far-seeing beneficence, tell us that such must have been his idea, and can there be a grander?

Mr. Peabody amid the multitudinous cares of a splendid mercantile and financial career, ever turned to Baltimore his adopted home and the scene of his early business successes. When released from the restraints and anxieties of commercial life he repaired hither, and selecting men of the most exalted tone in our city, he placed in their hands his princely donation, with the most ample instructions for its disposal. A massive marble structure has arisen near the base of the Washington Monument. A more appropriate place could



MARYLAND INSTITUTE.

scarcely have been selected. Both structures commemorate men who towered above their generations, and who alike conferred incalculable benefits upon the American people. Mr. Peabody lived to see the completion of a portion of the Institute, and its practical operation. Already have those, whose education and tastes were sufficiently advanced, received great and enduring benefits from the Peabody Institute, and its influence is being rapidly extended through our city. All institutions must grow, but more especially is this the case with one whose noble aim peers so far into the future. To cultivate and elevate the tastes and understandings of the people of Baltimore, was not the only object of George Peabody—his prophetic soul looked far beyond that—he knew that Baltimore was destined to become a great city, about which would radiate thousands of satellites. It was to extend to all these dependencies of the future, the benefits which Baltimoreans may at present derive from his splendid donations. That his hopes will be realized there can be no doubt.

We now come to the "Maryland Institute for the promotion of the Mechanic Arts." About twenty-five years ago a number of public-spirited citizens perceiving the want of some institution for the instruction and improvement of the masses in our city secured from the Legislature a charter. The institution was immediately organized under the name

EUTAW PLACE BAPTIST CHURCH.

given above. Its subsequent success is a matter of notoriety to our citizens. It is essentially a popular Institute, and supplies exactly the need in our city for which the Peabody was not designed. Its course of popular and scientific lectures, meets just such longings as

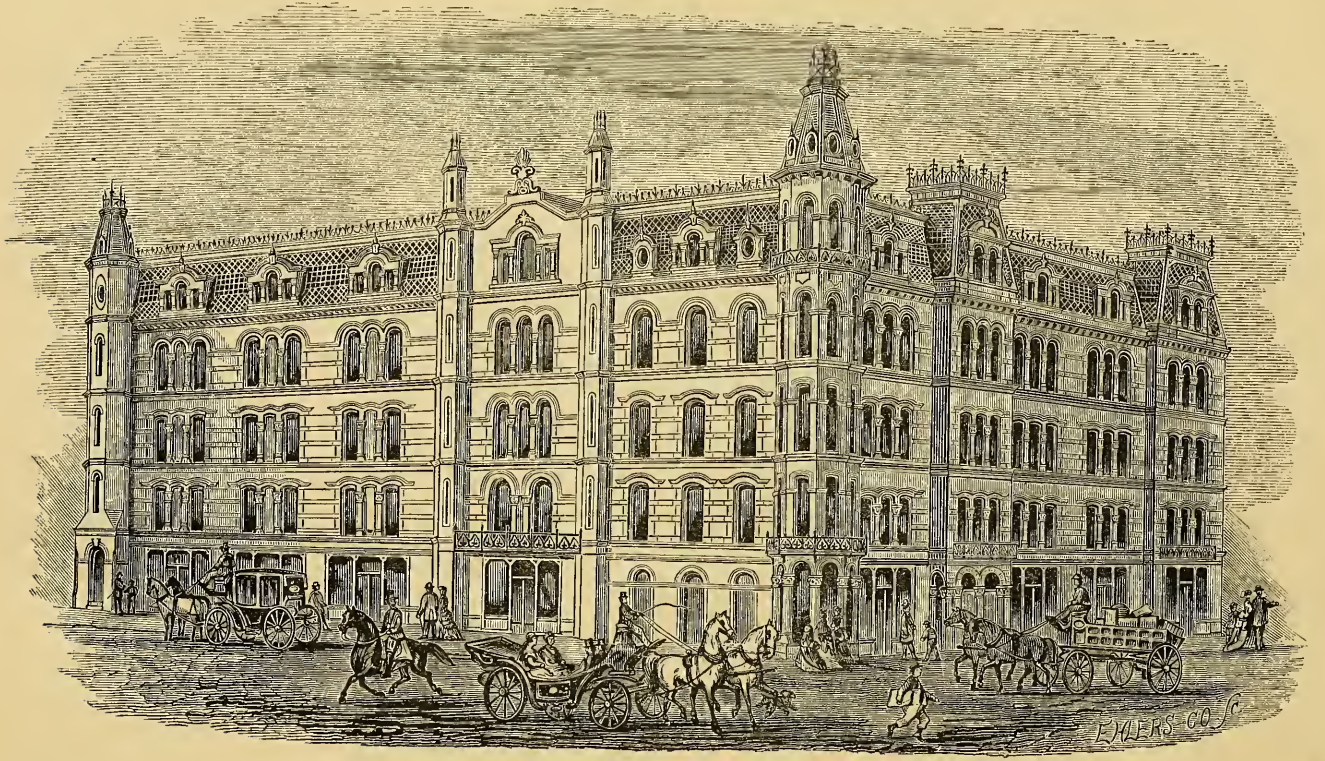
the great masses of the people are likely to feel, while the lectures at the Peabody are intended for those much further advanced on the road to knowledge; in fact, for the few who have the energy and will to penetrate the arcana of nature, and pluck from her all that man has yet been able to unearth of her secrets. The course of lectures at the Maryland Institute has been for years, one of the most attractive features of our city. The greatest care is exercised in the selection of the lecturers, and no expense spared to make the course entertaining and instructive. The Institute contains a large circulating library with quite a number of valuable books, and very excellent selections from the popular literature of the day. Here again we see the contrast between the two institutions, and how admirably, in their respective spheres, they minister to the necessities of our city. The Library of the Peabody is for reference. It was so intended by its founder. The most costly volumes, compiled by the great Academies of Europe through royal bounty, are to be found on its shelves. When the student has exhausted the resourses of the Maryland Institute and acquired a fondness for study, and a thirst for knowledge through the avenues it so generously creates, he can betake himself to the Peabody, and he will find the one the complement of the other. The various schools of the Maryland Institute, conducted upon a scale of liberality which places them within the reach of the poorest and most humble student, are provided with a corps of competent professors. Pupils are well-grounded in all the elements of education, and fitted to strive for that higher sphere of intellectual cultivation which Mr. Peabody so eagerly hoped our countrymen would reach in the near future. In addition to these features, an annual Exhibition is opened in the Institute Hall generally in October. These Exhibitions are very attractive, collecting as they do specimens of the handi-work and ingenuity of the inhabitants of different sections of the United States; and there are usually offered to the inspection of the public, choice and varied specimens of the Fine and Useful Arts. Many thousands of our citizens, young and old, have availed themselves of its advantages, and the benefits that Baltimore has derived from its establishment are inestimable.

About thirty years ago a number of gentlemen met together in the old Postoffice Building to organize an association for the purpose of "collecting, preserving and diffusing information relating to the Civil, Natural and Literary History of the State of Maryland, and American History and Biography generally." A charter was obtained from the State Legislature in 1845, and the association organized, under the title of the "Maryland Historical Society." The Athenæum, a substantial building at the corner of St. Paul and Saratoga streets, was completed in 1848 at an expense of $45,000, and presented to this Society by the citizens of Baltimore. The progress of the Association has been slow but steady. The nucleus of seventeen, has enlarged to upwards of four hundred members, embracing many of the most prominent and distinguished merchants and professional men of the city.

The library of the society has increased to sixteen thousand volumes, many of them rare and valuable; while the collection of Maps, Coins, Medals, Manuscripts, Charts &c. is very large, and in point of excellence not inferior to any similar accumulation in this country.

The Mercantile Library Association was organized in 1839, by the merchants' clerks of Baltimore. In 1848, the Association obtained a perpetual lease of the lower floor of the Athenæum building, and since that time the success of the enterprise has not been debateable. The Library has rapidly increased and has become a feature in our city. It is circulating in its character, and all classes of our citizens, ladies as well as gentlemen are permitted to enjoy its privileges upon payment of the necessary dues. Proper care is exercised in the selection of books, and only those are placed upon the shelves which are likely to elevate the tone, or encourage the literary taste of the reader. A reading-room is attached to the library, which is always abundantly supplied with the latest journals, and most popular periodicals.

John McDonogh, a native of Baltimore, but for many years a resident of New Orleans, died in 1850 in the latter city, leaving a very large fortune to Baltimore and New Orleans



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

for the education of poor children. The will of Mr. McDonogh was contested and for a number of years a legal war was waged which threatened to engulph the whole estate, and which did consume a large portion of the money intended for charitable purposes. The contest was at length decided in favor of the two cities, and in the division of the property Baltimore received about $800,000. The intention of the donor was to establish a School-Farm, where children were to be instructed in the Christian religion, a plain English education, music, and the art of husbandry or farming. The Trustees, who have charge of the fund have purchased a farm of eight hundred and thirty-three acres of land in Baltimore County, about ten miles from the city, and purpose erecting thereon an institution with all the necessary improvements to carry out the views of Mr. McDonogh. The school will begin with one hundred pupils, and with a fund of $700,000 the interest from which will be amply sufficient to cover all expenses.

We now propose to notice briefly the Societies and Associations in our city that are devoted to the relief of suffering humanity.

"God loves a cheerful giver"—so do the poor. We know of nothing more refreshing than the genial smile of benevolence playing over the countenance of a silver-haired grandfather who has battled with the world for three-quarters of a century. If after contemplating all the meannesses, the frauds, the deceptions, the disappointments of his own life, he can smilingly put his hand in his pocket and draw forth from its recesses with real pleasure the wherewithal for the comfort of those less fortunate, that man is simply sublime, and his name is written in letters more lasting than bronze. Charity, which vaunteth itself and is puffed up, the noisy demonstrative counterfeit of the genuine article, is as abundant in Baltimore as elsewhere, but for true beneficence our city has no superior.

We will premise first that a street beggar is a rarity in Baltimore. Many things have conduced to this result,—the utter absence of tenement-houses, with their squalid wretchedness,—the fact that prior to the war the bulk of the poorer classes consisted of negroes, and these were cared for by their masters,—the ample provision made by the city for this class of our population,—but above all, the genuine spirit of benevolence which pervades every avenue of our city, and gushes out regardless of race, sect or condition of life. Almost every church in Baltimore has attached to it an eleemosynary association of some description, and the vast majority of well to do and reputable citizens are connected with one or more of the organizations for the relief of suffering humanity. Among those that deserve special mention is the "Association for the Improvement of the Condition of the Poor." Enrolled on its books are the names of the most prominent of our citizens. Its system, as far as we know, is peculiar to Baltimore. No imposing structure arises ostentatiously to point to the spot from whence the good works spring, but a back office in a building on a by no means conspicuous street, is all that the Society can call their own. The object of the Association is not to assist paupers, but to discourage vagrancy and street begging as much as possible. As was said above, the city provides abundant refuge for those who are unable to care for themselves, and however much the Association might desire to give aid in this way, their limited resources would render it impossible. Their aim is to help worthy persons to help themselves. Large communities swarm with individuals, and even families, thoroughly worthy, whose daily lives are martyrdoms. They struggle honestly, earnestly and industriously, but either owing to misdirected efforts, or causes that neither economists nor philosophers have yet been able to explain, they go down in the strife.

Frequently the heads of families are stricken down in the midst of their usefulness, and helpless women and children are thrown upon the community without the means of obtaining bread, or the worldly wisdom necessary to acquire those means,—business men by a series of luckless operations are overwhelmed and paralyzed for the time being by the very force of their misfortunes,—young men with situations which give them a bare support are overtaken by disease,—a disastrous fire may sweep away the accumulations of

years,—in all of these cases the parties would be too proud or too manly to become a burden on the city, but a little help, the slightest in the world, extended at the proper moment, will bridge over the chasm in their lives, and enable them to continue honorable and useful members of society. To this portion of our population the services of the Association have been unremitting. Quietly, on the principle that the right hand should not know what the left is doing, have the officers and agents moved through the city on their errand of mercy,

"To the alleys and lanes, where misfortune and guilt,
"Their children have gathered, their city have built,
"Where hunger and vice, like twin beasts of prey,
"Have hunted their victims to gloom and despair.
* * * * *
"To the garret, where wretches, the young and the old,
"Half-starved and half-naked, lie crouched from the cold."
* * * * *

No portion of the city has been neglected in their visitations, and an especial feature we think of our community, ladies refined, delicate, daintily dressed, as ministering angels, follow in the footsteps of these Good Samaritans, and the dark dens of wretchedness—for such there must be in every large city—are not seldom illumined by their gentle presence. As we have dwelt at considerable length upon the above organization, we are compelled to enumerate the other minor charitable institutions without comment. They are as follows: "Henry Watson Children's Aid Society," "Boys' Home," "Manual Labor School," "House of Industry," "Home for Girls," "St. Paul's Boys' Home," "Industrial School for Girls," "St. Mary's Industrial School," "German Orphan Asylum," "Union Orphan Asylum," "Baltimore Orphan Asylum," "Colored Orphan Asylum," "Christ Church Orphan Asylum," "St. Mary's Orphan Asylum," "St. Vincent's Orphan Asylum,"

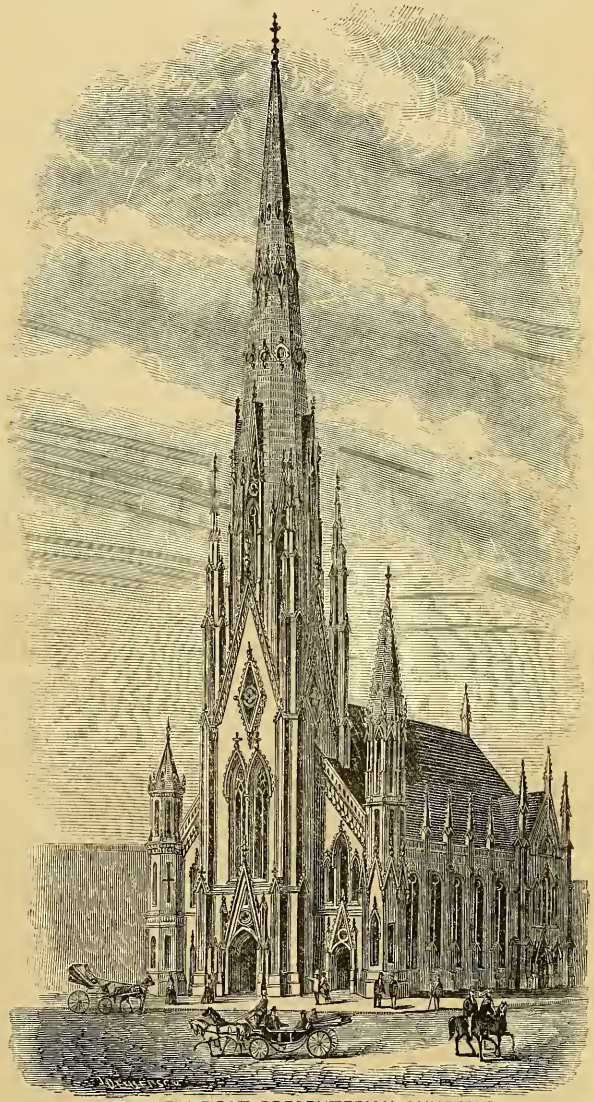
"THE HOMELESS BOY."

"St. Patrick's Orphan Asylum," "Hebrew Orphan Asylum," "St. Peter's Orphan Asylum," "St. Francis Orphan Asylum," "St. Anthony's Orphan Asylum," "St. Paul's Orphan Asylum," "Aged Men's Home," "Aged Women's Home," "Home of the Friendless," "House of the Good Shepherd," "Church Home," "Protestant Infirmary," "Lombard Street Infirmary," "Washington University Hospital," "The Home,"

THE OLD FIRST PRESBYTERIAN CHURCH, BUILT IN 1791.

"St. Joseph's German Hospital," "Young Catholic Friends' Society," "Sabbath Association," "St. Joseph's School of Industry," "St. Vincent's Infant Asylum," "St. Agnes' Hospital," "Asylum of the Little Sisters of the Poor," "Conferences of St. Vincent de Paul," "Confraternity of St. Peter," "McKim Free School," "Colvin Institute," "Prisoners Aid Association," "Young Men's Christian Association," "Young Women's Christian Association," and eight Dispensaries which distribute medicines gratuitously to the poor. The above are all imbued with the same spirit of homely charity as that association of which we have spoken at length. They realize the truth of the adage, that "charity begins at home," and they find an inexhaustible field for the display of their energies. To say that Baltimore has reaped incalculable benefits from their exertions, and that the conspicuous lack of real poverty in our midst is mainly due to them, is but a feeble expression of the work they have accomplished.

A magnificent edifice has been dedicated to the poor by our City Fathers on the eastern limits of the city. The building entitled "Bay View" because of the expansive view it affords of the Chesapeake Bay and the surrounding country, is spacious, commodious, and from its inner comforts, and the adoption of all modern improvements more suggestive of the ample means of some nabob who has retired from the cares of life upon a princely income, than of the home of the forlorn and helpless vagabonds which the seething cauldron of city life casts to the surface. It was built at a cost of $500,000 and is surrounded by grounds containing forty-six acres of land, from whence all the vegetables indigenous to this portion of the globe, can be had in quantities to insure an unfailing supply to the occupants.



THE NEW FIRST PRESBYTERIAN CHURCH.*

* Height of Towers, 78, 128 and 268 feet.

Immediately outside of the western boundaries of our city is located another monument of the energy of some of our citizens, and those who administered the affairs of the corporation in times agone. This is the House of Refuge, for the reformation of boys, who, like Topsy, "never had no mother, but growed," or whose parents after a series of years of unsuccessful training have pronounced them *incorrigible*, and have turned them over to the tender mercies of those who recognize no such word in their vocabulary. For years this asylum was tolerably well supplied with inmates, but the establishment of the "Boys' Home," and kindred institutions, has materially retarded the growth of these embryotic felons, and it is to be hoped that the rapid enlargement in the future of their sphere of usefulness will leave the House of Refuge without occupants.

The nations of antiquity were divided as to their policy for disposing of those afflicted with constitutional infirmities. While some maintained the doctrine that those who, by reason of the loss of one or more of the senses, or because of physical deformity, could not contribute towards the support of the State, should be summarily slaughtered; others upheld the less revolting but almost equally absurd theory, that this class were divinities or demi-gods, and should be worshipped accordingly. The insane, the idiotic, the blind, the deaf and dumb, were in some communities immediately put to death, while in others their mad prattle or incoherent mutterings were unhesitatingly adopted as oracles upon which depended the fate of empires. Though perhaps it is quite as impossible now to "minister to a mind diseased" as in the days of yore, it must be confessed that the moderns in their appreciation of this unfortunate class are far ahead of the ancients.

Every enlightened community regards them as the wards of the nation, an outgrowth it may be of the sins of the people, but nevertheless irresponsible for their misfortunes, and to be cared for with the utmost kindness and tenderness, as does a parent for an afflicted child. Some of the finest edifices in our country, imposing in design, artistic in structure and splendidly finished, attest the consideration which our people evince toward this phase of suffering humanity.

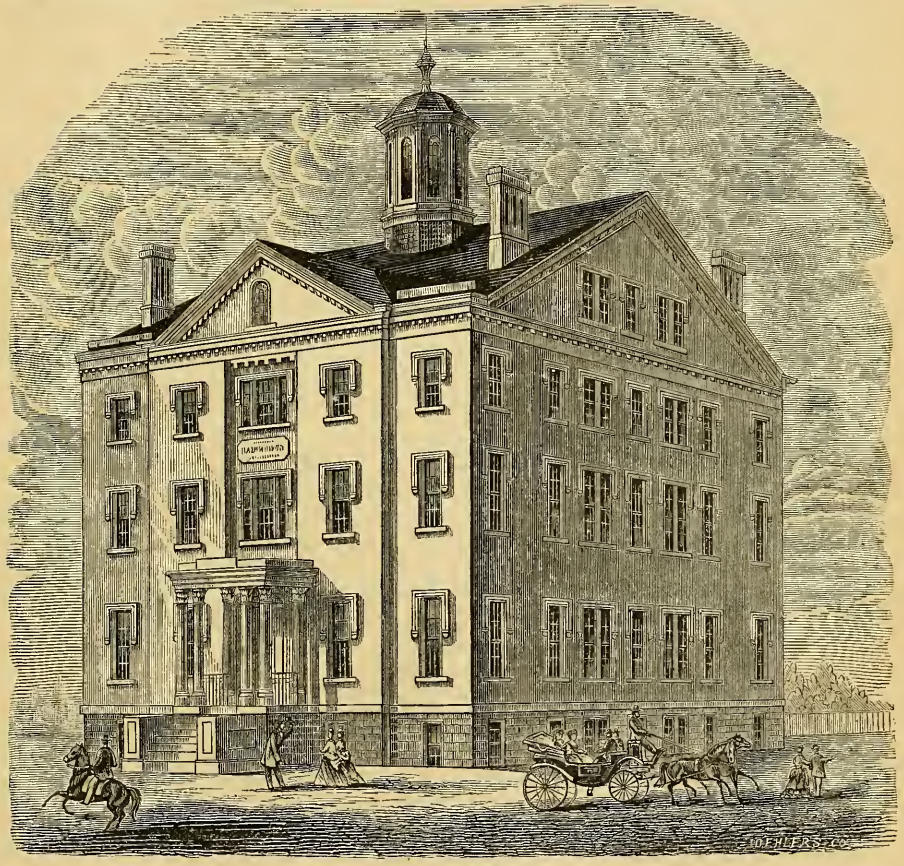
The State of Maryland has vied with private benevolence in her efforts to provide for the afflicted, and the result has been the erection of Asylums magnificent in point of architectural finish, and embracing in their management all the best features that the extensive experience of the nineteenth century can furnish. Nineteen years ago a project was set on foot which had for its object the erection of an Insane Asylum. A number of citizens banded together and raised an amount sufficient to purchase one hundred and thirty-six acres of land on the road leading from Baltimore to Catonsville. This property was donated to the State, on condition that an Asylum should be erected for the insane

Successive legislatures appropriated about $750,000 for this purpose and the result has been the "Spring Grove Asylum," an institution complete in all its appointments, with capacity for three hundred patients, and which is equal in every respect to any similar establishment in this or any other country.

Moses Sheppard, descended from a Quaker family and a member of that persuasion himself, died in this city in 1857, after having amassed by industry and frugality, a very considerable fortune. Mr. Sheppard, early in life was horrified at sight of the treatment extended to insane paupers in our almshouses and jails. Men and women were crowded into narrow cells, stripped of every comfort, chained to the floor or braced to the miserable apologies for beds and literally suffered to wallow in filth. Their coarse and insufficient food was grudgingly meted out to them, and scantily clad they were exhibited like wild beasts to the morbid gaze of those whose gorge did not revolt at the spectacle. Many whose mild maladies might have been cured by timely and proper treatment, were transformed into raving maniacs, and instances were not rare of patients tortured to death by the use of the scourge or the lack of decent food. They were treated as though they were incarcerated for heinous crimes rather than confined as a security to themselves, with the hope of ameliorating their condition. This system was long in vogue in many sections of

this country. Custom had deadened the sensibilities of the public, and its very antiquity was a sufficient excuse for its brutality.

That we have been emancipated from this frightful incubus, that we have awakened to a proper appreciation of this unfortunate class of people, and that the insane from all parts of our State can now, within a stone's throw of Baltimore, receive the best attention and treatment that skill or experience can suggest, is due to the munificence and energy of such men as Moses Sheppard. For many years this subject was the leading idea of his life. He surrounded himself with plans, examined carefully the designs of the most prominent Asylums in the country, and studied the various systems adopted for the



HEBREW HOSPITAL.

treatment of lunatics. Before his death he had matured a scheme for an Insane Asylum somewhat novel in its character, and it is to be presumed, from the care bestowed upon its creation, the best that has yet been devised.

Six hundred thousand dollars were donated by Mr. Sheppard for the erection and maintenance of the institution. The money was prudently invested, and has since that time with the property acquired increased to $1,000,000.

Three hundred and seventy-seven acres of land have been purchased within six miles of Baltimore, with an outlet both upon Charles Street Avenue and the York

Road. The land is beautifully located in one of the most picturesque sections of our State, and in the hands of the landscape-gardener is destined to become a most exquisite addition to the natural ornaments which surround our city. The building is in course of erection, the annual income from the endowment furnishing the funds for its construction. The style of architecture is Elizabethan. When completed it will have no superior on this continent for beauty of design, or substantial comfort to those who will be its occupants.

The patients are to be selected by the Trustees, according to their best judgment,—and as the establishment is mainly designed for a curative Hospital, care must necessarily be taken to open its doors principally to those whose types of insanity are such as hold out hopes of ultimate recovery. The charges for maintenance of patients are to be regulated by the ability of themselves or their relatives to pay their expenses; if utterly unable, the charges will be remitted altogether.

"Mount Hope," in the Northwestern suburbs of the City, has long been celebrated for its treatment of insane patients. The accommodations of the institution are ample, while the beautiful grounds by which it is surrounded must, if anything can, produce a soothing effect upon the terrible maladies of those who saunter through its avenues or rest under the peaceful shadows of the foliage, so near to the whirl and bustle of the busy city, and yet so entirely separated from its life and passions.

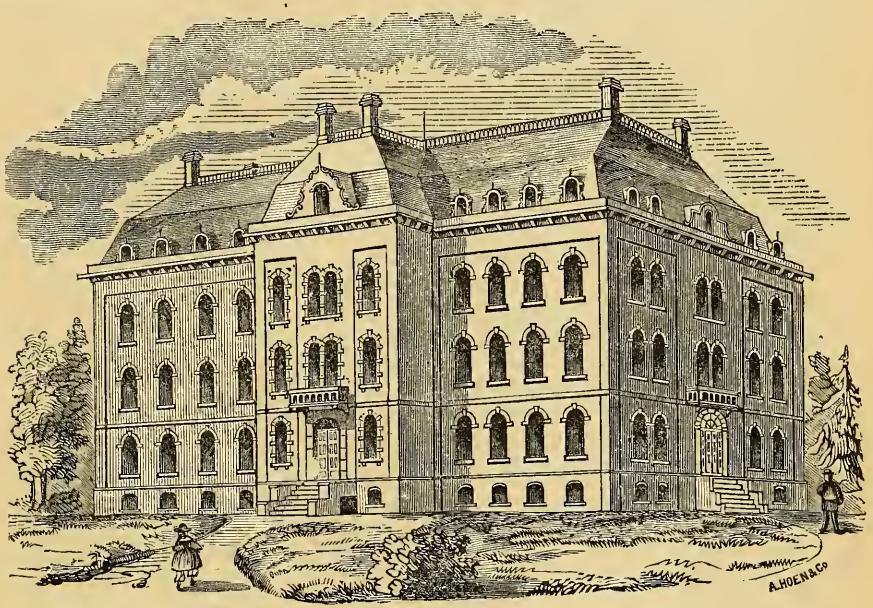
It will thus be seen that through State aid and private charity and enterprise, those bereft of reason in our midst have been most lavishly provided with homes.

Closely allied to the above, are the institutions for the cure of inebriates. The opinion has rapidly gained ground during the past few years that drunkenness, like insanity, consumption and a host of other maladies is constitutional or inheritable. Whether this be so or not it is unnecessary here to inquire. Philanthropists have been awakened to the necessity of placing a check upon this frightful scourge. Whether proceeding from the painful weakness of human nature, or the reckless carelessness which has almost become a feature of modern life, the results of drunkenness are the same upon the public weal, and society to save itself has been forced to seek the best method of preventing it. Inebriate Asylums have been established in different parts of the country, and Baltimore has not been behindhand. A number of benevolent persons founded a few years ago, an Asylum in the Western part of Baltimore, and Mount Hope Retreat, about six miles from the City, has a distinct department reserved for the restoration of inebriates. It may seem quixotic to direct benevolence to this channel, but when we consider that the majority of diseases are directly or indirectly the result of violations of the plainest principles of nature, and that by far the greater number of crimes may be traced to the improper use of spirituous liquors, the question assumes another aspect. Instances are not rare of poor besotted wretches rescued from the gutter and taken to these retreats, limp, quivering with horror and bearing about them but the semblance of manhood with its noble attributes, its god-like qualities nearly dead. Kind words, gentle nursing, soothing remedies have restored the relaxed muscles, and given tone to the broken spirit, and a few weeks have sufficed to effect a radical cure. Many a valuable life has been saved, many a useful citizen restored to society through their influence.

The maimed, the halt, and the blind have been equally the objects of solicitude in our City and State. The "Deaf and Dumb Asylum" established by the State in the city of Frederick, is an enduring memorial of her consideration for all classes of her citizens. In addition to the substantial and handsome edifice erected for their comfort, the institution has been supplied with a corps of competent instructors, who educate the unfortunate children confided to their care as far as their sad deprivations will permit, and the proficiency attained by the pupils in all branches of knowledge is truly wonderful when we consider the obstacles against which they have to contend. An Asylum has been established on Broadway, in this City, for the care and education of colored deaf mutes.

The Maryland Institution for the Instruction of the Blind, located on North Avenue, in this City, was incorporated in 1853, through the efforts of several benevolent citizens. The present building, constructed of Baltimore County Marble at a cost of $145,000—is beautifully located and can accomodate all who are likely to apply for admission for years to come. Those who are able to pay are expected to do so, but the indigent are received and educated at the expense of the State.

Mr. Thomas Kelso, a native of Ireland, but for eighty-two years a citizen of Baltimore, has been long known in our city as a benevolent and philanthropic gentleman. His many donations to charitable purposes, and the princely aid he has given to churches would of themselves entitle him to special notice. Age has not dimmed that spark of humanity which shone with such lustre in days of yore, nor has experience tempered its brightness. Eighty-nine years of life have but intensified his love for his fellow beings. Within a few weeks he has purchased a house and lot for a Methodist Episcopal Orphan Asylum, and



BLIND ASYLUM.

has endowed it with one hundred thousand dollars. Thus in the evening of his days he is enabled to contemplate the practical workings of his many charities, and to behold this crowning memorial which will number him among the benefactors of mankind.

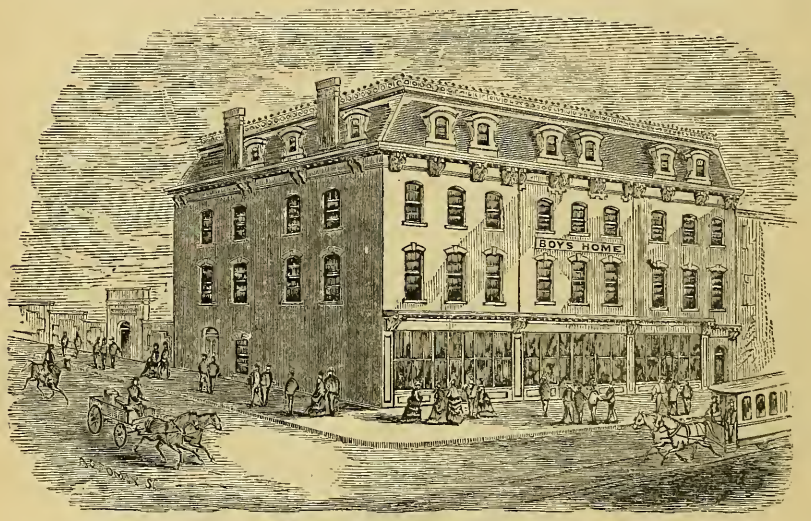
Samuel Ready, a native of Baltimore County, but for many years a lumber-dealer in our City, left at his death $400,000, for the establishment of an Asylum for Female Orphans. Early in life his attention was attracted to those pitiful waifs who stray into lumber-yards, and earn a precarious livelihood by the pickings and frequently, stealings they may gather thence.

He was painfully aware of the manifold temptations to which they are exposed and the aim of his existence appears to have been, by rigid economy and close application to business, to set apart a sufficient sum to provide these little creatures with a shelter and home.

Mr. Johns Hopkins, a gentleman thoroughly identified with the interests of Baltimore, and one of her wealthiest and most influential citizens, has determined to establish a

series of charities which for munificence and scope, will exceed any heretofore instituted by any one person in America. Mr. Hopkins is of an old and highly respectable Quaker family from the adjoining county of Anne Arundel, and came to Baltimore in 1812, and entered upon a mercantile career which by his sagacity, frugality and energy, has developed into a success unexampled in the history of the City. While amassing a fortune, colossal in its dimensions, he has kept steadily in view the prosperity and advancement of Baltimore, and has contributed greatly to the improvement of the City by fostering her commercial interests, erecting solid and substantial edifices for her increasing trade, and extending timely and judicious aid to her young and enterprising merchants and manufacturers.

The material assistance which he granted to the Baltimore and Ohio Railroad in the hours of darkness which shrouded that corporation prior to 1857, is deserving of special mention. Mr. Hopkins endorsed the paper of the corporation to a large amount, and pledged his private fortune in support of the Company's interests. The present condition of that great work fully attests his sagacity, and to the judgment which led him to embark

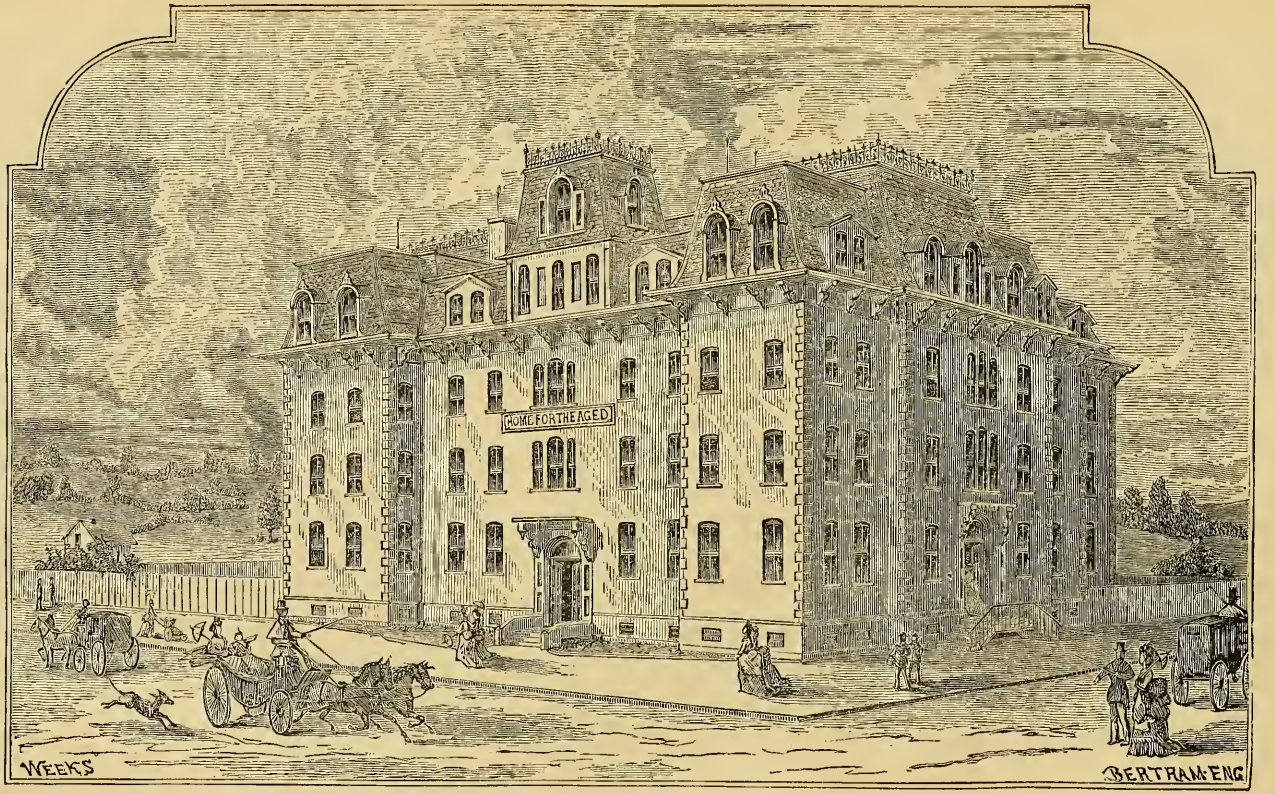


BOYS' HOME.

his capital in the fortunes of this company, is due much of the success which has attended his subsequent business career. He now proposes to crown a useful life by conferring upon the community in which he made it the perpetual benefit of much the larger portion of his great fortune.

The "Johns Hopkins University" has been organized by the appointment of trustees. They have been carefully selected by Mr. Hopkins from among the business men of the highest standing and character in Baltimore. It will be a University in fact and not merely in name—embracing in its functions the various branches necessary to thorough education, to which will be added a Botanical School on an extended scale. His magnificent and beautiful estate on the outskirts of the City, "Clifton," containing nearly four hundred acres of land, has been set apart for this purpose, and the trustees have been clothed with ample powers for the maintenance of the University in a manner which will be creditable to the City and an honor to the memory of the donor. Its endowment will be four millions of dollars.

The site of the old Maryland Hospital, fourteen acres within the City, has been purchased by Mr. Hopkins for the erection of a Hospital for the reception of all persons



HOME OF THE AGED OF THE METHODIST EPISCOPAL CHURCH, CORNER OF WEST FRANKLIN AND FULTON STREETS, BALTIMORE.

afflicted with bodily injuries or non-contagious disorders. Separate buildings will be provided for the sexes, and also for the unfortunate of different races. The services of the most skillful surgeons and physicians will be secured, and an endowment of over two millions will provide ample means for its support.

In addition to the above, Mr. Hopkins has made liberal arrangements for the erection of an asylum for the education and maintenance of about four hundred colored orphan children, which will be under the supervision of the trustees of the "Johns Hopkins Hospital."

"THE PRESS" of Baltimore is peculiar. In these days when journalism may be said to be paramount, when it directs public opinion, frames legislation, prescribes the code of morality, and at the same time furnishes highly seasoned and meretricious food to palates vitiated by excess of sensation, the Press of our City is almost original. Its aim thus far has been "to hold up the mirror to nature," faithfully to portray current events as they actually occur, to exaggerate nothing, "nor set down aught in malice."

The example set by several of the great dailies of New York, of transforming the most trivial events into matters of excitement through the magic of a vivid imagination, or of relying entirely upon that wonderful faculty for striking impressions, has been extensively imitated in many of the large cities of America. Public taste thus perverted reacts upon public journals, and a morbid appetite is engendered which newspapers find it difficult to satisfy. The Press of our City has happily avoided this snare, and the public of Baltimore, by its appreciation, endorses what it considers the true vocation of journalism.

Our journalists are men of culture, education and ability, and what is of infinitely more importance, incapable of prostituting the censorship they exercise, for personal considerations. The *entente cordiale* is strictly observed between those engaged in rival enterprises, and rarely forgotten even in the ardor of a political campaign.

The history of the Press of Baltimore would be exceedingly curious and interesting, but our space will only permit a brief reference to those newspapers at present in existence, and wielding a potent influence in the community. *The Baltimore American and Commercial Advertiser* naturally heads the list, both because of its antiquity and its importance as a public journal. Away back in the annals of the City, when Baltimore was little more than a country village, and Annapolis a commercial emporium, we find mention of a Mr. William Goddard, a printer of Rhode Island, who, with the acuteness and enterprise so characteristic of his section, moved from Philadelphia, where he had for sometime resided, and on the 20th of August, 1773, established a paper in this City, entitled the *Maryland Journal and Baltimore Advertiser*. Prior to this date it was customary to receive the paper from and send advertisements to either Annapolis or Philadelphia.

It is difficult to conceive at this day that Baltimore could have been at any time so helplessly dependent upon Annapolis, that venerable connecting link between the present and the past. Goddard's paper was at first issued in weekly instalments from a house on South street, near the main thoroughfare of the City. The smouldering fires of the Revolution were being rapidly fanned into a blaze, and a feverish excitement had taken possession of the public. A better moment for beginning a newspaper enterprise could scarcely have been selected, and the old files of the paper give convincing proof of the proprietor's appreciation of the crisis. Mr. Goddard more than once during "the times that tried men's souls" displayed an indomitable perseverence in the acquisition of news so characteristic of modern journalists, but not viewed in a friendly light by our Revolutionary fathers. On several occasions he was called to account for inopportune publications, or for the freedom with which he criticised the actions of those in power, and the ardor with which he espoused the cause of Gen. Charles Lee, when that officer was suspended by the fiat of a court-martial, brought about his ears the indignant protests of a number of patriotic citizens, and but for a timely recantation, which he subsequently disclaimed,

THE BALTIMORE AMERICAN BUILDING,
126 & 128 West Baltimore Street.

he would have received the coat of tar and feathers which was administered by the populace to several of his less fortunate supporters.

After the war, and during the suspension of Benjamin Franklin from the Postoffice Department, Mr. Goddard resigned the editorial chair to his sister, Miss Mary K. Goddard, and undertook the establishment of post-routes in different parts of the country. Miss Goddard was perhaps the first of her sex in America to assume the arduous duties of a journalist, but with the assistance of several gentlemen of talent and public spirit, she more than maintained the high character the paper had acquired under the management of her brother. She afterwares took charge of the local postoffice, and discharged the duties of both positions with credit to herself, and to the entire satisfaction of the great public of Baltimore, which at this period consisted of some seven or eight thousand persons.

The early files of the paper, a number of which are still preserved at the *American* office, exhibited signs of business energy and enterprise which compare very favorably with like manifestations in our city to-day. The advertising columns were well filled, and the accuracy and celerity apparent in the collection of news seem marvellous when we consider the impossibility of easy and regular communication.

These old files give a very fair picture of the customs which prevailed at that period. The announcement of a combat to take place on Laudenslager's hill, between a royal Bengal tiger and four well trained dogs, sounds rather primitive to modern readers of newspapers, and the result of the terrific struggle, the dying agonies of the royal brute, and the subsequent exhibition of his stuffed skin to the public at a shilling a head, and half price for those of tender years, is really refreshing in the light of these degenerate days, when the *fancy* are confined to the tamer amusements of cock-fighting, rat-killing and punching each others heads.

In 1798 the name of the *Maryland Journal and Baltimore Advertiser* was changed to the *American and Daily Advertiser*, and in the year 1820 to the BALTIMORE AMERICAN AND COMMERCIAL ADVERTISER, the title under which it is issued at present. The *American* during the hundred years of its life has not been exempt from the vicisitudes of fortune.—Like other papers its lines have sometimes been cast in pleasant places, and at others the reverse has been the case. Its course however has always been consistent. Bold and outspoken in its sentiments and generally enlisted on the side of good government and the true interests of Baltimore, it has become a power in the community and has aided very materially in the development and progress of our City.

In 1855, Mr. Charles C. Fulton, its present proprietor, took charge of the paper. A practical newspaper man himself he fully appreciated the fact that a public Journal to be successful must give the *news* to its readers in an attractive form and with as near an approach to accuracy as circumstances will permit. Since that time the success of the *American* has been uninterrupted As its name imports, it is an admirable commercial paper and relied upon by our merchants and business men for its able and thorough market reports and monetary articles.

The tone of the paper is temperate and the impartial bearing it has maintained upon all questions affecting the growth and development of our City and its internal management, has established for it a reputation for good sense and sound judgment, and its advice has been repeatedly sought and acted upon by the municipal authorities, even though opposed to its political teachings. The financial management of the paper since 1869 has been marked by great ability and enterprise, and has contributed measurably to its prosperity.

The publication of THE SUN, of which Mr. A. S. Abell, the original founder, is the proprietor, was begun May 17th, 1837. It was the first attempt made in this city to establish a penny-paper, and its success during the first nine months of its existence far exceeded the most sanguine hopes of its projectors. The breaking out of the Mexican war and the energy displayed by the proprietors of *The Sun* in securing the earliest intelligence from the seat of war by means of a *pony express* gave the paper an impetus which it has since then maintained, in fact, its subsequent career has been an uninterrupted success.

THE SUN IRON BUILDING,

S. E. Corner of Baltimore and South Streets,

BALTIMORE, MD.

OFFICE OF THE DAILY AND WEEKLY SUN,

THE BEST AND CHEAPEST NEWSPAPERS PUBLISHED.

Daily circulation larger than all the other city morning papers combined—consequently unrivalled as an advertising medium.

TERMS—Daily Sun, $6 for 12 months; $3 for 6 months; $1.50 for 3 months.
Weekly Sun, $1.50 for 12 months; $1 for 6 months—in advance.

A. S. ABELL & CO., PROPRIETORS.

As a public journal, giving the news in a concise but readable form, *The Sun* has no superior in the country. Sagacity and enterprise are exhibited in its management, and its editorial columns are marked by ability and sound sense. The *Sun Iron Building*, on the southeast corner of South and Baltimore streets, from whence the paper is at present issued, was the first edifice of that character erected in America. It was built entirely of iron at a time when business men generally were unwilling to try the experiment, and its usefulness and beauty have abundantly attested the discernment of Mr. Abell.

The publication of THE DAILY EXCHANGE was begun in this City on the 22d of February, 1858. The paper because of the bold stand it assumed with reference to local disorders and its manly and vigorous leaders, immediately attracted attention.

It was mainly instrumental in restoring a healthy tone to local politics, and during the first year of its existence became a power in the community.

The Exchange was suppressed by the strong arm of the military in 1861, but promptly reappeared as the MARYLAND NEWS SHEET, under which title it was published until the cessation of hostilities in 1865, when it was issued under its present name, THE BALTIMORE GAZETTE. On the 3d of May of the present year *The Gazette* partially changed hands.

Mr. CHARLES J. BAKER, a prominent merchant and manufacturer of this City, and a gentleman of no ordinary enterprise, united himself with Messrs. Welsh & Carpenter in the conduct of the paper—the latter having been connected with it from its origin. The name of Mr. Baker must be a tower of strength to any journal issued in Baltimore City. With rare business tact, large experience and ample means, he unites sterling integrity and a lofty and generous nature, whose impulses are ever enlisted for the advancement of the City and the good of the people.

The Gazette will be published hereafter in the quarto form, after the manner of the leading New York dailies. Its prospectus is admirable. "It will maintain fully and fearlessly an independent position; but whilst it will be free from all partizan trammels, it will consistently advocate and maintain Democratic principles.

It will be under the control of no cliques. It will not admit the right of any one to dictate its policy. It will utter its own opinions.

It will defend the right. It will denounce wrong. It will strive to be worthy of public confidence, by correct accounts of current events, and fair discussion of public measures; by withholding scandal, as well as exposing public vices. It is pledged not to screen wrong doing in any one. Political and commercial friends will be sustained, so far as they are right. If they wish wrong palliated, or schemes of plunder and mismanagement in public affairs defended, they must seek other helpers.

Considering the growth and wealth and resources of this city, its extending commerce, its many avenues of trade, * * * *; considering its position and capability of becoming one of the largest centres of commercial and manufacturing activity in the country; considering the number and increase of its public charities, and plans of public education, we have room among its growing activities for more public journals, and especially for one of the very highest class.

In carrying out its plans it will scrutinize the management of public institutions and faithfully comment on their administration, and the capacity and uprightness of their managers. It will advocate a liberal policy for public schools; and whilst it will be a cherished aim to watch these nurseries of thought and morals for evidences of successful and conscientious administration, it will not hesitate to oppose promptly partisanship or incapacity in school boards or teachers."

With the enlargement of the size of the paper there will be a corresponding increase in the amount of reading matter, and no pains will be spared to obtain the earliest and most trustworthy news and the most interesting correspondence.

GERMAN CORRESPONDENT BUILDING,

Corner Baltimore Street and Post Office Avenue.

The above is the programme of *The Gazette* under its new auspices. The names of the gentlemen who have charge of the paper are a sufficient guarantee that it will be complied with in every respect.

This journal already wields a potent influence in the City of Baltimore and many sections of Maryland and the Southern States. That this will be measurably increased under its new direction admits of no doubt.

The emigration of Germans to our city has aided materially in its development. As a class they have been industrious, energetic and enterprising, and many of the interests, detailed minutely in another portion of this volume, owe their rise and subsequent success to their sagacity and skill. A large number of them upon reaching our shores find it difficult to master our language, and in consequence several newspapers have been established in this city which are published in the German language.

The most prominent is the GERMAN CORRESPONDENT, founded in 1840 by Col. Frederick Raine, who has been since that time, a period of nearly thirty-three years, its proprietor and chief editor. The paper began its career as a weekly journal, with a list of eighty subscribers, but, through the prudence and energy of its proprietor, in 1848 it became one of the leading dailies of our city. In 1869, the Marble Building at the southwest corner of Baltimore street and Post Office avenue, was built by Colonel Raine at a cost of $200,000, and since that time the *Correspondent* has been regularly issued from that handsome and substantial edifice. Its success is sufficient evidence of the admirable management of the paper and the ability displayed in the editorial columus has made it an influential organ among the Germans of Maryland and the neighboring States.

A number of weekly papers are published in this City, prominent among which is the BALTIMORE BULLETIN, of which *W. Mackay Laffan and S. S. Early* are proprietors.—This paper was established in 1870, and by its sprightliness, wit and common sense, soon earned for itself a popularity surpassing that of any weekly in Baltimore. It is not likely to lose its prestige in the hands of its present publishers.

Among the periodicals published the SOUTHERN MAGAZINE occupies perhaps the most conspicuous place. Its selected matter evinces taste and judgment, and the original articles which appear in its pages give evidence of ability and cultivation.

Among the weeklies and monthlies there are a number of journals devoted exclusively to religion. These are under the auspices of the different denominations and are well supported by the respective Churches, both in this City and the rural districts of this and other States.

THE MERCHANTS EXCHANGE AND NEWS ROOM has been organized for more than a half century. For the past thirty years it has been under the management and proprietorship of *Mr. George U. Porter*. Prior to the purchase by the general Government of the old Exchange Building, the reading rooms were located therein, but in 1857, they were removed to the adjoining building where they have since been located. A careful record is preserved at the Exchange News Rooms, of the marine and commercial news; telegraphic advices of the New York and Liverpool markets are received; together with files of papers from all the principal points in our own and foreign countries. The rooms are maintained at considerable expense and for support are dependent upon the annual subscriptions of the members.

The MARINE OBSERVATORY is situated on Federal Hill, overlooking the river and Chesapeake Bay to a distance of twenty miles and signaling vessels as they approach the harbor. Though entirely independent of the Exchange, it is nevertheless a valuable auxiliary.

THE BOARD OF TRADE of Baltimore, with the single exception of the New York Chamber of Commerce, is the oldest in the United States. It was organized in 1820, and in 1849 a reorganization was effected which proved highly beneficial, the Board since that time having proved itself thoroughly active and efficient. Recently, similar organizations

have been formed in nearly all the cities on the seaboard, from Portland to New Orleans, and every prominent city in the West to the Pacific coast has its Board of Trade or Chamber of Commerce, designed more especially to promote the interests of its immediate locality, but by united representation in the National Board, destined to wield much influence in shaping the commercial policy of the country. The high character of the men who compose the Board in this City have given to it a tone and strength almost peculiar to Baltimore.

The members elect annually a President, four Vice Presidents, Secretary, Treasurer, and twenty-four Directors. Stated monthly meetings are held in their rooms at the Exchange Reading Rooms for the transaction of business. The first President under the reorganization in 1849 was John C. Brune, who filled that position with credit to himself and to the satisfaction of the Board until 1862, when he was succeeded by Thomas C. Jenkins, who served three years. The lamented Albert Schumacher was then chosen President, which position he occupied until his death, on the 26th of June, 1871. Horatio L. Whitridge was selected as the successor of Mr. Schumacher and still occupies the position with B. M. Hodges, Jr., J. Hall Pleasants, Laurence Thomsen and Israel M. Parr, Vice Presidents, Edward B. Dallam, Treasurer, and George U. Porter, Secretary. Mr. Port has filled the position of Secretary to the Board since 1849, the date of its reorganization, with great acceptability to the members.

THE BALTIMORE PRICE CURRENT AND WEEKLY JOURNAL OF COMMERCE was first issued on 29th June, 1849, by George U. Porter and Thomas W. Tobin. Prior to that period and for some years thereafter but little attention was bestowed by the daily newspapers upon commercial reports, and the need of such a publication was keenly felt by our merchants. Since the death of Mr. Tobin, in April, 1862, Mr. Porter has edited and conducted this journal, and is at present its sole proprietor.

The Price Current is a faithful index of the Baltimore markets. It is conducted with marked ability, and is accepted by our merchants and business men as the highest authority in all matters pertaining to the trade and commerce of our City.

No city in America offers a broader field than Baltimore for the development of journalistic enterprise. Those papers already established are eminently worthy of the patronage they receive, but in a city of 300,000 inhabitants there must necessarily be room for at least twice the number of journals which now occupy the field.

The moral and religious tone of our community is excellent. Though the city is not exempt from the nameless evils incident to all localities where human beings dwell together in masses, immorality does not rear its brazen front with impunity, nor does the law by its inaction encourage vice or embolden its votaries. Purity from time immemorial has been claimed as an especial virtue of the inhabitants, and our citizens have not soiled the fair fame which has come down to them as a priceless legacy from their ancestors. Baltimoreans are eminently a church-going people.

There are two hundred and four churches within the limits of the City divided among the different denominations as follows: Methodist Episcopal 46; Protestant Episcopal 30; Catholic 24; Presbyterian 18; Evangelical Lutheran 13; Baptist 10; Jewish Synagogues 9; Methodist Episcopal (South) 9; Methodist Protestant 8; United Brethren 8; African Methodists 7; Reform Church 6; Independent Methodists 2; Friends 3; Swedenborgian 3; Evangelical Association 2; Independent Church 2; and the Christian, Seamen's Union Bethel, Unitarian, and Universalists each one. Of the two hundred and four churches, seventeen are maintained by the colored population of the City. In this summary of churches none save those within the boundaries of the corporation are enumerated.

Immediately outside of the jurisdiction of the city are numerous churches and chapels, many of them constructed and maintained largely through the liberality of our citizens, which would swell the aggregate considerably. There are two hundred and thirty-seven ecclesiastics actively engaged in ministerial duties who may be classified as follows:

Catholics 61; Methodist Episcopal 43; Protestant Episcopal 44; Presbyterian 18; Evangelical Lutheran 12; Baptist 9; Methodist Protestant 9; Methodist Episcopal (South) 9; United Brethren 6; Reformed Church 6; African Methodist 5; Independent Methodist 2; Evangelical Association and Independent Church, two each; and the Christian Church,

ST. PAUL'S P. E. CHURCH.

Seamen's Union Bethel, Universalist and Unitarian, each one. The Province of Baltimore being at the head of the Catholic Hierachy in this country, the Primate of that Church in America, Archbishop Bayley, with his council, resides in this City. Bishop Whittingham, the Senior Bishop of the P. E. Diocese of Maryland, Bishop Ames of the

M. E. Church, Bishop Weaver of the United Brethren and Bishop Wayman of the African M. E. Church, also live in Baltimore.

Sunday is emphatically a day of rest in our City. Under the law, business of every description is suspended, and the citizens willingly co-operate with the authorities in the enforcement of its provisions. A stillness unbroken, save by the tinkle of the car-bells or the voices of the people as they move to and from the houses of worship, reigns through the city during the morning hours, and upon pleasant afternoons the promenades and thoroughfares are fairly alive with happy faces eager to bathe in the soft Sabbath sunlight and breathe the invigorating air which rolls up from the Chesapeake.

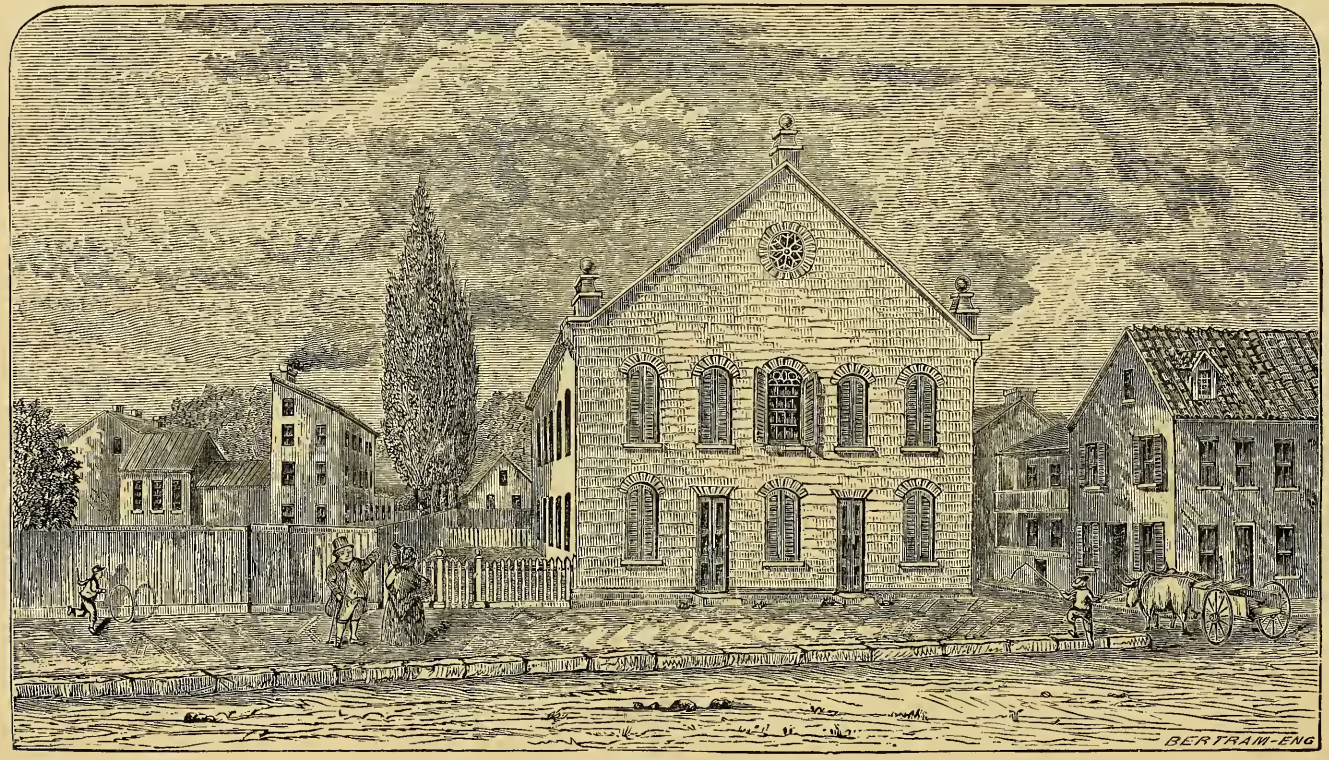
A large amount of capital has been invested in the construction of Church edifices, and many of them furnish evidences of cultivation and taste. This brings us to the consideration of another feature of our City.

The effect of its buildings upon the character of a city is not always properly appreciated. Sombreness or gaiety, lights or shadows, depend oftener than is generally supposed upon the style of ornamentation adopted in the construction of our houses; and the tastes and habits of a people may be sometimes accurately inferred from the style of ARCHITECTURE prevalent among them. Not many years ago the popular mind was completely fettered in this regard by arbitrary rules. The most tyrannical despot could not have more thoroughly bound his subjects hand and foot. The severity of Grecian models or the almost equally simple outlines of Roman architecture, formed the framework upon which were designed all public buildings, while private dwellings, with few exceptions, were constructed solely with a view to their inner convenience and comfort, and without a thought to their external adornment. Wherever these heavy styles obtained exclusively, a corresponding gravity was noticeable among the people.

The attention of Ruskin was attracted to this phase of the subject, and the efforts of that practical but exquisite thinker, coupled with the exertions of his co-workers, have effected a complete revolution in the science of architecture abroad, while the fresh and vigorous impulses of Americans have done much to emancipate them from the master they learned to serve in provincial times. The spirit which held us in Grecian and Roman bonds is rapidly giving way before the ambitious efforts of our energetic architects, and a system has grown up not referable to any particular style, but a combination of many which may be described as distinctively American.

The steady and substantial development of Baltimore has been favorable to the construction of stable and handsome public edifices. While no recognized style of architecture has been rigidly enforced, the beauties and advantages of the Grecian, Roman, Corinthian and Gothic have been adopted by our architects, and blended with more modern ideas, varied occasionally by suggestions originating with themselves. As an illustration of the advances since made in this direction we subjoin a cut of the old Light Street Methodist Episcopal Church, built in 1797. The Roman outlines of its windows scarcely relieve the primitive aspect of the building, and we turn with pride and somewhat of enthusiasm to the magnificent Gothic structure known as the Mount Vernon Place M. E. Church, and completed in 1872.

But the desire for architectural adornment manifested itself at an early period in the history of Baltimore. In 1806 the foundations of the Cathedral, the metropolitan Church of the Catholics in this country, were laid, and in 1821 it was consecrated. In thoroughness of design and substantial workmanship it has no superior in the United States. It is located at the corner of Cathedral and Mulberry Streets, an elevated portion of the City, and is an unfailing source of admiration to all who visit Baltimore. It approaches nearer the Roman style of architecture than any other, in its construction, though the architect did not permit himself to be circumscribed by the limits of a particular school. It is built in the form of a cross. The immense Dome suggesting grandeur, while the massive



THE OLD LIGHT STREET M. E. CHURCH.

pillars and towering arches are indicative of a strength and durability, calculated to defy the insidious ravages of time for many generations. The interior of the Cathedral is profusely decorated with paintings of rare merit, and its vaulted recesses by the manifold vibrations they create, have given it a national reputation for acoustic properties.

MOUNT VERNON PLACE METHODIST EPISCOPAL CHURCH.
DIXON & CARSON, ARCHITECTS, BALTIMORE.

St. Paul's Church, at the corner of Charles and Saratoga streets, a fair specimen of the Romanesque or Lombardic, by its uniqueness of design gives variety to our church architecture.

In point of beauty, exquisite finish and faithful adherence to scientific principles the First Presbyterian Church, at the corner of Madison and Park streets, stands alone. It is built in the Pointed Gothic Style, of a very richly colored freestone from the quarries of New Brunswick. The ornamentation though simple is highly wrought and the perfect symmetry and grace of its numerous spires, and in fact of every portion of the edifice will challenge comparison with any similar effort at home or abroad. The eye dwells upon its bold but comely outlines with ever increasing delight, and the citizen evinces a legitimate pride in a structure which is at once a triumph in architecture, and a memorial of the taste of Baltimoreans.

Among the churches possessing claims to notice for architectural finish may be mentioned the Independent Methodist Church at the corner of Lexington and Calhoun Streets, and the Eutaw Place Baptist Church—both of them modified specimens of Gothic Architecture.

But the spirit of improvement in the science of architecture, has not been confined to the embellishment of churches. Many of our public buildings give evidences of marked progress in this respect. The City Hall, now approaching completion in the heart of the City is a magnificent marble structure, the design of which is in accordance with the Roman style, very materially modified by modern innovations, of which the French roof is a prominent feature. The marble was obtained from the quarries near the City, and dressed in the vicinity of the building by Baltimore stone cutters. The City Hall, when finished, will be one of the handsomest and most imposing edifices in this country, and will reflect credit on our City, the materials for its construction, to the minutest item, having been obtained within the limits of the State, and the work upon it, having been done altogether by the artisans of Baltimore.

The Baltimore City Jail, a massive granite structure, Romanesque in its outlines, combines with usefulness and durability all the most attractive features of that impressive style of architecture, and may be cited as a model for the erection of prison buildings, an experience of fifteen years having demonstrated as well its security as its thorough sanitary properties.

The Masonic Temple, on Charles street, and the Young Men's Christian Association Building, to be constructed at the corner of Charles and Saratoga streets, the one of white marble, the other of pressed brick, with freestone dressings, are distinctive types of what may be termed American Architecture. Their outlines are referable to no received schools, but embrace features which resemble in some respects the leading characteristics both of Grecian and Romanesque styles, so blended with modern principles of construction and originality of design, as to puzzle the student pertinaciously bent upon adding to his classical knowledge, but none the less interesting and attractive to the general public on that account. The United States Custom House and Court House are both substantial buildings, the one located for convenience at the corner of Gay and Second streets, in the business heart of the city, and the other at the corner of Fayette and North streets, in close proximity to the offices of the members of the Bar and the State Courts of Justice.

In addition to the above there are many other public buildings of prominence, a very large number of which are built entirely of white marble, inexhaustible supplies of this material lying within easy access of the city and procurable at rates which make it specially desirable for building purposes.

Any reference to the architecture of Baltimore would be incomplete, without an allusion to the dwelling houses of her citizens. In traversing some cities, a feeling of oppressiveness steals over the traveller which he strives in vain to overcome. The streets are methodically laid out, the houses neat, regularly built, and uniform in appearance, and the stranger instinctively looks within himself for an explanation of his dullness. This feeling is easily accounted for. Nature abhors equality and similitude. This very uniformity produces a sensation of weariness. A street may be lined on either side for miles with handsome residences, but if they are of the same size, built exactly alike, with similar door-heads, windows, shutters, cornices, and roofs, the effect is necessarily monoto-

nous, and when to this is added an indefinite number of streets, counterparts of the one described above, we cease to wonder at the tiresome impression created. Baltimore is certainly as free from this fault as any city in the United States. While the streets in many portions of the city are lined with costly and elegant dwellings, there is generally sufficient variety in the mode of construction, and external adornment to attract attention and insure interest, and the numerous cottages which dot the sides of our thoroughfares especially in the sections recently built, impart a charm to the landscape which must be seen to be appreciated.

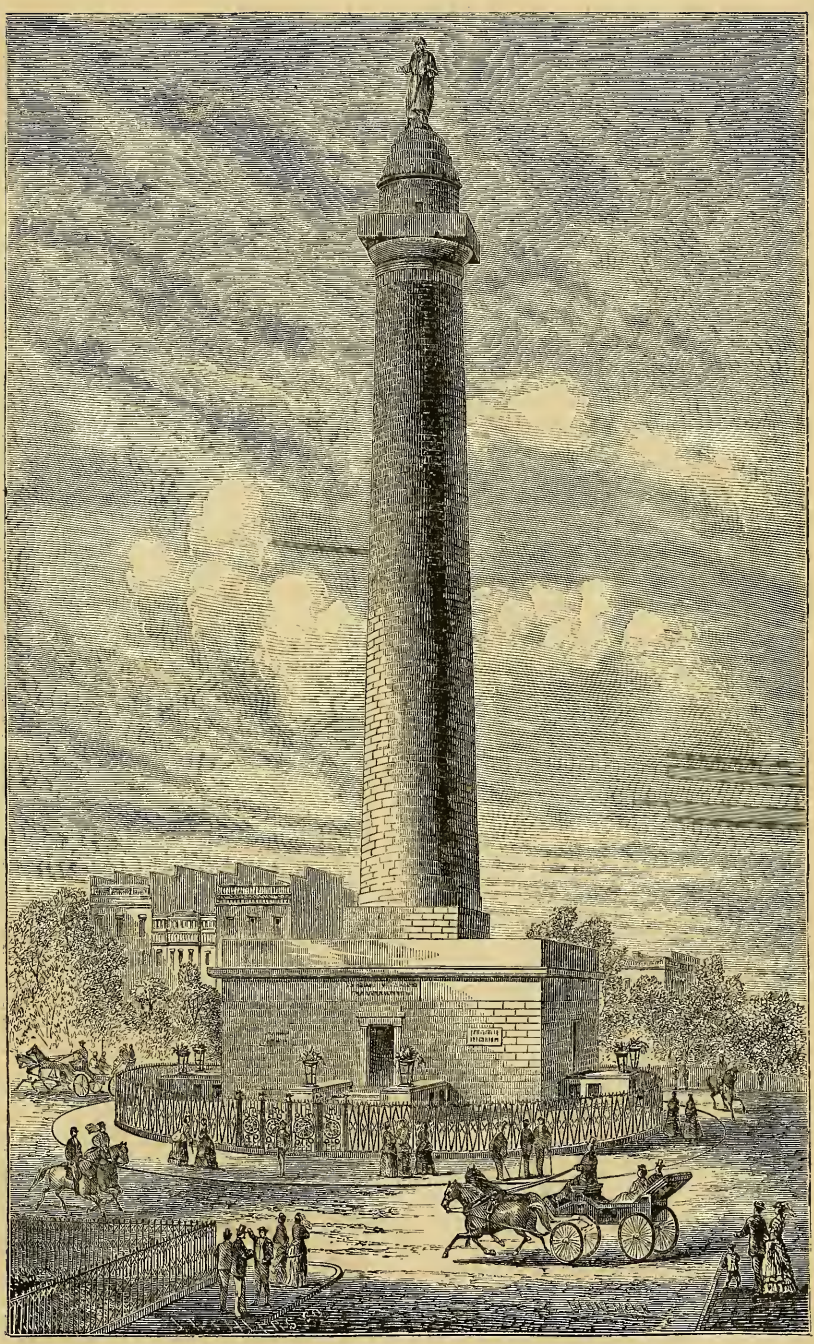
It is proverbially said that Republics are ungrateful, and the adage earns confirmation from the spectacle presented to-day in the Capital of the Country. A huge mass of marble rises out of the mud-flats on the Potomac river. Misshapen, unfinished and gradually settling in the ooze upon which its foundations are laid, it is rather a monument to the bad taste of the American people, or their representatives, and the lukewarmness with which they regard their great benefactors, than a memorial of him who was "first in peace, first in war, and first in the hearts of his countrymen." For more than twenty years the most strenuous efforts have been made by the patriotic people of the United States of both sexes to complete this marble column in honor of him whom *the world* calls great, but the shaft has scarcely risen above the foundations.

The vividness of the contrast presented by the action of our own people fairly entitles Baltimore to be styled "The Monumental City," a name by which she is known both at home and abroad, and of which she is justly proud. In 1809, while the City was yet in swaddling clothes, a number of well-known citizens were empowered by the Legislature of Maryland to erect in Baltimore a Monument to GEORGE WASHINGTON. It was to have been built upon the spot where the Battle Monument now stands, but the breaking out of the war between this country and Great Britain soon absorbed public attention, and the project was held in abeyance until hostilities had ceased. In the meantime the City had been saved from destruction by the Battle of North Point, and the heroism of those who had fallen in that memorable action was fresh in the minds of the citizens. To honor their memories appeared as natural as commendable to Baltimoreans, and the echoes of the guns had scarcely died away ere a petition was circulated by the Committee of Safety soliciting subscriptions for this purpose. All classes contributed freely, and in 1815 the "Battle Monument" was reared in the centre of the space now known as Monument Square.

This necessitated a change of location for the Washington Monument, and Col. John Eager Howard, distinguished as an officer in the Revolutionary war, and subsequently Governor of Maryland, offered the Commissioners as much land as was needed about the crest of the hill now known as Mount Vernon Place, but which was at that time covered with forest trees. In those days it was customary to make use of lotteries to secure the necessary funds for the prosecution of public enterprises, a rather questionable expedient in the light of modern ideas of morality. Churches and buildings for secular purposes were alike indebted to the blind goddess. It was thus that much of the money was raised for the completion of the Washington Monument.

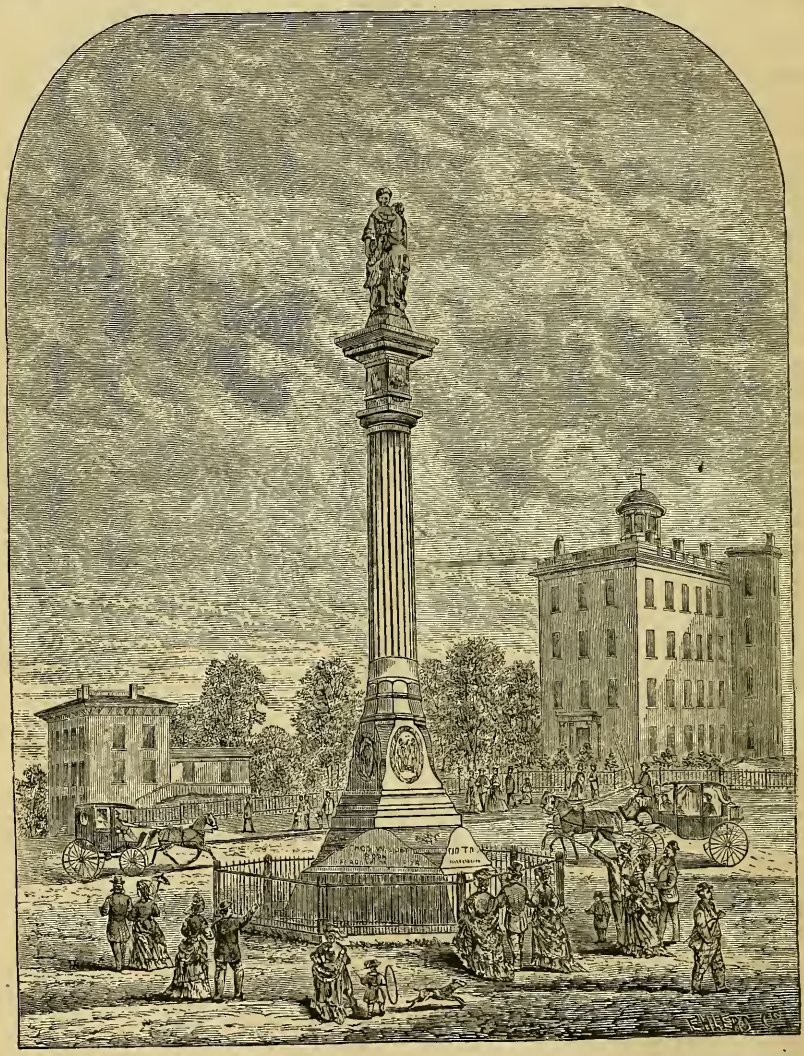
The corner-stone was laid with appropriate ceremonies on the 4th of July, 1815, and the statue, representing Washington resigning his commission, was placed in position October 19th, 1829. The Monument is a graceful Doric column built of white marble. The base is 50 feet square and 24 feet high, and the column is 164 feet in height. The whole structure rises to an elevation of over 280 feet above tide-water, and from its top can be obtained a view which for beauty, variety and extent is seldom equalled.

At the base of this memorial lies the MONUMENTAL CITY, a picture, the inequalities of which are softened by the distance of the spectator, and whose attractive features are beautifully blended by its subtle enchantment,—to the south, the Patapsco rolls on to the



WASHINGTON MONUMENT.

stately Chesapeake, land-locked and obstructed by many a rudely jutting point from the adjacent County of Anne Arundel, or the low-browed shores on the opposite side,—to the west, the hills, gathering strength as they recede, rise one above another until a lofty spur of the Blue Ridge marks the horizon, and its azure lines shut out the scene beyond,—to the north and east the beautiful villas and smiling valleys of Baltimore County are seen in numbers—the whole forming a gorgeous panorama which the visitor once contemplating will not easily forget.



WILDEY MONUMENT, BROADWAY.

Baltimore has other claims to the title mentioned above. On the 26th of April, 1865, the Odd Fellows' Monument, an unique structure surmounted by a Grecian Doric column, the whole 52 feet in height, was dedicated to Thomas Wildey, the founder of the Order of

Odd Fellows in America. The Monument is on Broadway, above Baltimore Street, and is a very handsome ornament to the eastern section of the City.

The Wells and McComas Monument has been erected in Ashland Square to the memory of the two young men who are popularly supposed to have slain General Ross, the commander of the British troops in the battle of North Point, contributing thereby very greatly to the defeat of the invaders, though neither of them lived to learn the service they had rendered to their native City.

In America the taste for Painting and Sculpture has not proportionately developed with her material advancement. While in the number, variety and usefulness of her discoveries and inventions, the United States has surpassed every other enlightened nation, she has never ceased to pay tribute to Europeans in the matter of the FINE ARTS. This does not arise so much from the want of talent among our people as from the morbid national tendency to sacrifice the ideal to the desire of gain, and the absence of that higher class in our midst upon whose patronage and wealth, Art has always been completely dependent. Thus in almost every instance where native artists have attained eminence it has been secured under the fostering influence of a more congenial clime and accompanied by the aid and countenance of persons other than Americans.

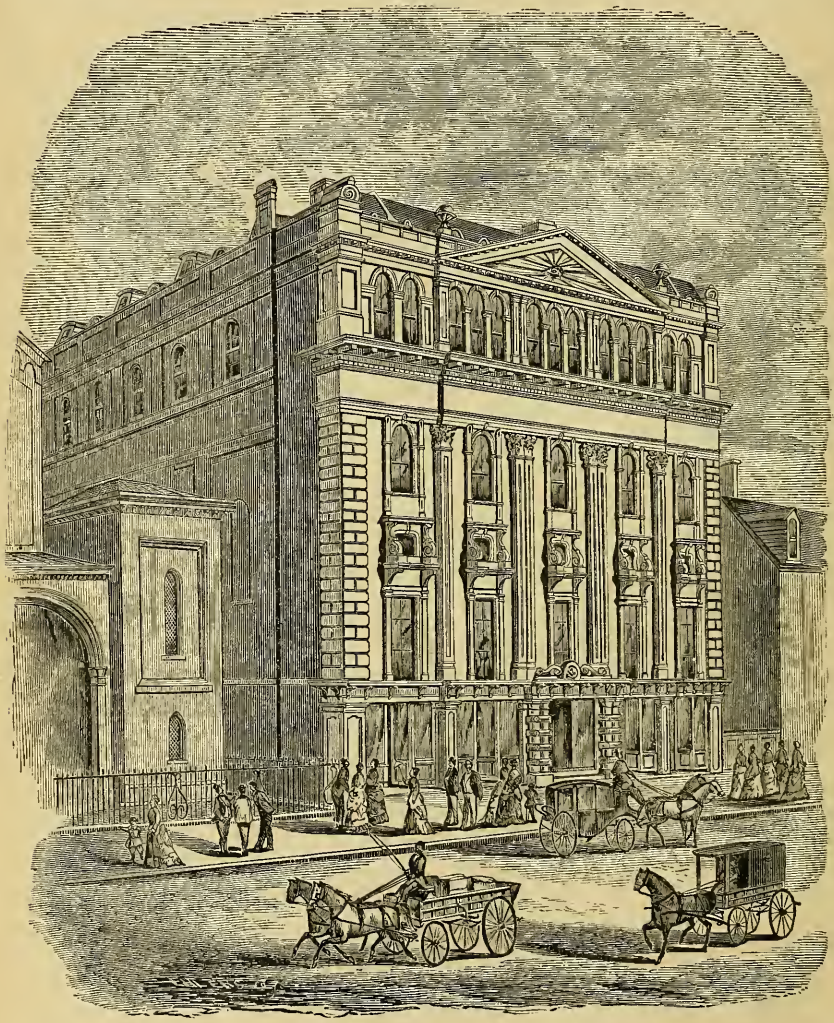
In matters of art Baltimore has made much unostentatious progress, and to day there are collections of pictures, growing little by little, in the possession of some of her citizens, which promise within the near future to assume proportions of national interest. Mr. William T. Walters is the owner of one which is conceded to be the finest in the United States. Colonel J. Stricker Jenkins comes next, with a large and extremely valuable collection, a majority of the pictures in which were painted upon direct commissions from the owner and not purchased when already finished and in the market. The most distinguished names in contemporary art are to be found in it. There are several other prominent collectors, foremost among whom may be mentioned Mr. John King, Jr., Vice President of the Baltimore and Ohio Railroad; Mr. George R. Vickers, a retired merchant; Mr. Samuel S. Early, a Baltimore editor, formerly of Terra Haute, Indiana; Mr. B. F. Newcomer, Mr. D. L. Bartlett, Dr. George Reuling, and others.

Mr. Walters' collection is a remarkable one in many respects—in the pictures that it contains, the history of their acquisition, and the extreme beauty of the gallery, which for graceful design, appropriateness to its purpose and costliness of material, is not anywhere equalled in this country. It is situated in the rear of Mr. Walter's elegant city residence on Mount Vernon Place, and the several years occupied in its construction have been amply repaid. Nothing could be more charming than the beautiful spectacle that it presents or the effect conveyed by the warm neutrality of its tapestry, fresco, woodwork, and carpeting in contrast with the brilliant kaleidoscope of art treasures that hang on its walls. Among the artists represented the following are noted at random from the different schools: Delaroche, Meissonnier, Gerome, Frere (Edouard), Jalabert, Rousseau, Breton, Vibert, Plassan, Calame, Corot, Willems, Gallait, Jaique, Zeim, Bonheur, Bida, Hamon, Gleyre, Lasalle, Dargelas, Des Goffes, Odier, St. Jean, Tissot, Chavet, Landelle, Breton (E.), Merle, Duverger, Prever, Hubner, Troyon, Van Marcke, Weber, Muller Bischoff, Leutze, Achenbach, Hiddeman, Heilbuth, Fichel, Kensett, Hart, Durand, Woodville, Stevens, Johnston, Richards, Church, Lambert, Trayer, Jacovacci, Herring, &c.

In Colonel Jenkins' collection must be noted several remarkable pictures by such artists as Jalabert, Jourdan, Bouguereau, Schreyer, Delort, Plassan, Brillouin, Piot, Beranger, Castres, Caille, Escosura, Baugniet, Grandchamps, Boulanger, Bakalowicz, Arnold, Chavet, Fichel, Castan, Toulmouche, Pecrus, Herbsthoffer, Coomas, Comte-Calix, Seignac, Antigua, Billotte, Baron, Van Schendel, Hamon, Lemmens, Robbe, Coutourier, Frere, Kensett, Hart, Gray, Baker, Huntingdon, Elliott, Rossiter, Benson, Gifford, Casilear, Richards, Boughton, Lambdin, Durand, Church, &c. All these are of the highest order

of merit and have, many of them, a reputation that extends not only to all American art collectors, but also to those of European capitals.

Among native artists who, by reason of the reputation universally accorded them, deserve special notice may be mentioned the sculptor, William H. Rinehart. Mr. Rinehart was born in Carroll County, Maryland, and began life as a stone cutter. He soon developed an extraordinary talent for sculpture, and through the kindness of friends was



MASONIC TEMPLE.

enabled to pursue his studies in Italy, "the cradle of the Muses." His early promise has been more than realized. He has won for himself a proud place among living sculptors, and as has been justly said, "the State owes him much for the reflected honor of his well earned reputation." His works are numerous and many of them adorn the dwellings and grounds of Baltimore's wealthy citizens. Among them may be mentioned the statue of

"Clytie,"—regarded by the artist himself as his *chef-d'œuvre*—which was purchased recently by our public spirited townsman, Mr. John W. McCoy, and presented by him to the Peabody Institute, where it is placed in an elegant and appropriate setting, and by the terms of the gift is accessible to the public, at all times, without charge; the statue of Chief Justice Taney, lately unveiled in Annapolis, the capital of the State; the Woman of Samaria, in possession of Mr. Wm. T. Walters; the Bronze Door to the Capitol at Washington; the Monumental Female Figure, in bronze, in Greenmount Cemetery; a beautiful group of Sleeping Babes, in marble, in the same Cemetery; "Christ—I am the Resurrection and the Life"—with the Angel of the Resurrection, in Loudon Park Cemetery; and a host of minor productions which display as well the fertility of his genius as his perfect taste and marked merit.

An annual exhibition and sale of paintings in this City, begun in 1871 and continued since that time, has brought to light a number of artists, evidencing that if Painting has not reached its highest development, a talent for it has at least been very generally diffused in our community. These exhibitions bear testimony both to the ability and versatility of Baltimore artists. Among those who deserve mention for a creditable degree of talent may be cited Mrs. S. Schwing, her "Marguerite" and "Hero and Leander" having received the commendations of the critics and press generally; A. Quartley, whose Coast Scenes are very much admired: A. J. H. Way, a very able and painstaking painter of Still-Life Studies; and H. Bolton Jones, some of whose Landscapes are an earnest what the public may anticipate in the future.

The rare opportunities offered by the extension of the Peabody Institute and the enlargement of its sphere of usefulness will make Baltimore, at no distant period, a very desirable location for artists who are pursuing their studies, while the encouragement given by one of the Clubs, the Allston, has also a most beneficial tendency.

Already the example set by Mr. McCoy has borne fruits. Mr. George S. Brown, a prominent banker of Baltimore, presented to the Peabody recently two statues, Pocahontas and Venus, possessing great merit, and the prospect is that before long the Institute will be able to form an Art Gallery of no mean pretensions.

The BAR OF MARYLAND has ever been renowned for the standing and ability of its members. When Baltimore was but an overgrown village the adjacent counties of Anne Arundel and Harford were known all over the country through the prominence of their lawyers—in fact, the revolutionary struggle was barely at an end when Luther Martin, towering over his fellows by his massive intellect and legal acumen, became the leader of his profession in the young but vigorous Republic, and maintained this proud position against all competitors, until disease prostrated those powers which had been the admiration of the thirteen colonies. In those early days the names of Dulany, Chase and Johnson were household words in our State. They were as noted for their sterling integrity, as for their standing at the Bar.

William Pinkney, whom Chief Justice Marshall styled the greatest of American lawyers was a contemporary of Luther Martin. His great talents were publicly recognized by his appointment as Minister to the Court of St. James, and his efforts subsequently in the Senate of the United States made it matter of profound national regret that his taking off in the flower of his life so abruptly terminated his services to his country.

During the professional career of Pinkney, Baltimore began to lose somewhat of its provincial character, and with its growth came gradually the concentration in our city of the legal talent of the State. William Wirt, a native of Maryland, but by adoption a Virginian, sought here a wider field for the display of his wonderful genius as did also Robert Goodloe Harper, and the encounters between these intellectual athletes have furnished rich material for the essayists and biographers of the present day.

But the line of distinguished lawyers did not stop with Pinkney and his contemporaries. Their mantle fell upon the shoulders of such men as Chief Justice Taney, the great Christian jurist, and John Nelson, the fiery Templar of modern jurisprudence; the one a beautiful exemplar of that justice which the storms of passion, prejudice and unreasoning malice were powerless to change, the other the advocate, whose eloquence like a torrent, swept everything before it, and whose versatility of genius made him equally at home in the Cabinet of the Nation or the Courts of Princes. Nor must the name of John V. L. McMahon be omitted. His herculean efforts in behalf of the Baltimore and Ohio Railroad have forever linked his name with that corporation, while many of the gems which adorned his popular speeches are unwittingly used at the present day to round a period or give force to an otherwise pointless speech.

REVERDY JOHNSON, a native of the City of Annapolis, is to-day confessedly the leader of the Baltimore Bar, and without a peer in the United States. His knowledge is profound, his reason singularly analytic and his conclusions marked by a clearness and accuracy which give to them the force of judicial decisions. The reputation of Mr. Johnson is not circumscribed by national boundaries. He is well and favorably known in Europe as in America. He has held in turn the offices of Cabinet Minister, United States Senator and Minister Plenipotentiary and Envoy Extraordinary to Great Britain, and in each of these capacities has demonstrated his right to the proud eminence he has attained as the great expounder of constitutional law. Mr. Johnson to-day, at an advanced age, is as vigorous in mind and body as when in the prime of life, and is justly revered by his fellow-citizens, who feel themselves to a certain extent sharers in the honor he has reflected upon his native State and the City of Baltimore.

We have simply spoken of those members of the Bar whom the world has known, and each one of whom was *princeps inter pares* in his day and generation. There were many others who added lustre to the galaxy named above, and who aided materially in building up the reputation of the Baltimore Bar and giving to it that high tone which is at this present writing its most cherished feature. That there is no likelihood of degeneration in the future, might be shown by the number of gentlemen whose names are already well known to the country. The Library of the Baltimore Bar is one of the largest and most carefully selected in America, containing in addition to the reports from the different States in the Union, reports of all the leading cases adjudicated in Great Britain and on the continent of Europe.

The Law Department of the University of Maryland is furnished with an excellent corps of Professors and its influence and efficiency are becoming more apparent every year.

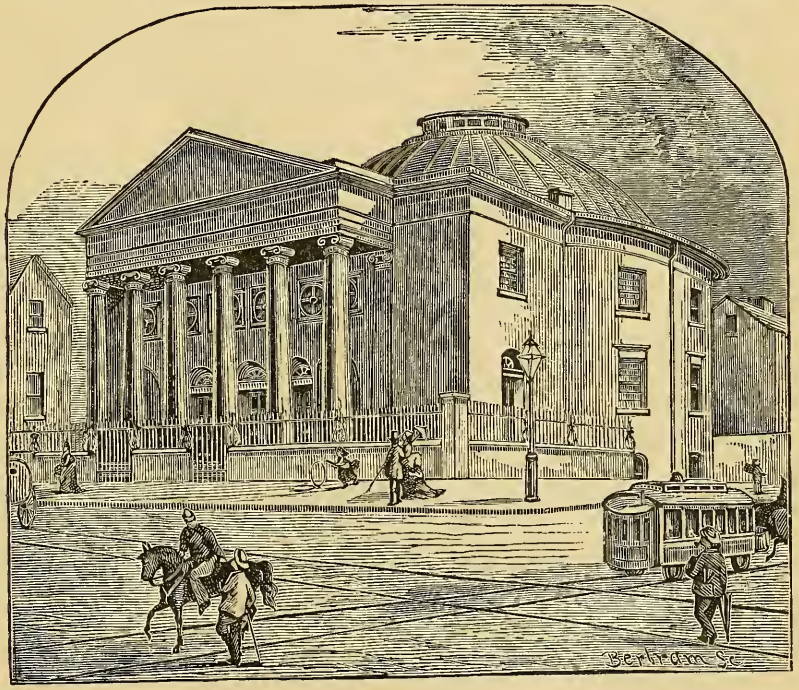
The Science of MEDICINE has made decided advances in the last half century. A corps of tireless workers have watched, noted and compared results in the squalid huts of poverty and amid the poisoned air of the pest-house. With dauntless courage they have stood between the pestilence and humanity and though not always victorious they have faithfully used all the weapons which scientific research could furnish, and if nothing more, like true sentinels have fallen in their armor and at their posts. Statistics have been compiled from which reliable inferences can be drawn, and a hospital system perfected that has gone far to alleviate the sufferings of the sick and has saved many lives which would have been sacrificed heretofore by neglect or inexperience.

The Medical men of this State have not been behind their brethren elsewhere in their contributions to the common cause. The names of Littlejohn, Brown, Mackenzie, Donaldson and Buckler, are household words and their memories are revered by the descendants of those whom they so well and truly served.

Appreciating the importance of united effort for the public good, as early as 1799, they organized the "Medical and Chirurgical Faculty of Maryland," and by an act of incorporation were made examiners of all who desired to practice the healing art, thus showing

their recognition of the need of the highest intelligence and most careful preparation as prerequisites for the successful physician. This Society is still in existence, and the suggestions thrown out at its semi-annual meetings through the medium of scientific discussions and essays are of value to the profession.

The University of Maryland was incorporated in 1812. A handsome building was erected and a full corps of Professors secured. Like similar institutions in this country, it had its early struggles, and not until 1827 were its advantages generally recognized by the public. Among many eminent men who have taught within its walls some have acquired a world-wide reputation, as for instance Granville Sharpe Pattison and Robley Dunglison, but to no one is the school more indebted for its standing than to Nathan Ryno Smith. Professor Smith, son of the celebrated surgeon of that name at Yale College, was elected to the Chair of Surgery in the Maryland University in 1827. Possessed of abilities which



FIRST BAPTIST CHURCH.

would have distinguished him in any path of life, it may be regarded as fortunate for the world that he selected medicine as his profession. His acceptance of a chair in the University infused new energy into the institution and the reputation which he soon earned as one of the most daring and skillful Surgeons in the country, attracted students from all parts of the South and West, and frequently from States lying North of Maryland. Dr. Smith, combined with wonderful energy and great experience, unusual originality and the world is indebted to him for the invention of instruments for lithotomy and fracture by means of which much suffering has been prevented and many lives saved. For more than forty years he has pursued his professional career with unwearied steps and constantly increasing usefulness. In 1867 he visited Europe and was the recipient of the most flattering attentions from Physicians and Scientists of distinction. It rarely happens to the lot of professional men to receive such honors while yet alive, but Dr. Smith, at a ripe

old age, has universally accorded to him the proud title, the Chief of American Surgeons.* Although he has retired from the University his example and influence still stimulate his younger brethren who are so successfully sustaining the reputation of the School.

The success of the Maryland University encouraged our enterprising physicians to undertake an institution of similar character. In 1867, a favorable moment for the establishment of a second Medical College, the Medical Department of Washington University was reorganized in this city. The zeal and ability displayed by the Faculty in the inculcation of "the mysteries of the healing art" have been rewarded with unusual success. The reputation of the Institution has kept pace with their efforts, and is now national. The course of instruction is thorough and comprehensive, embracing all the branches commonly taught in such Colleges. Adjoining the School is a large Hospital, under the exclusive control of the Faculty, where students may witness at the bed-side the practical illustration of what is theoretically taught in the lecture-room.

Within a recent period another competitor in the race for professional honors has been added to the list—the College of Physicians and Surgeons. Its Professors are young men of high culture, who are determined by earnest work to make up for any advantage that age may have given its rivals. Latterly, a number of diseases particularly belonging to the domain of Surgery have been so developed by the discoveries of the Microscope, Opthalmoscope, &c., that specialists have devoted themselves exclusively to their study and treatment. In addition to the medical schools proper, these correlative institutions have been established in our City, and are presided over by as distinguished and capable Occulists and Aurists as can be found elsewhere.

Chemistry and Pharmacy are so nearly allied to Medicine that wherever the one Department is found in healthy growth the advance of the other may be safely predicted. The Maryland College of Pharmacy was established in 1841, under the presidency of the veteran pharmaceutist, George W. Andrews. This institution has an excellent reputation. Its diplomas are as valuable as those granted by any similar institution in the country.

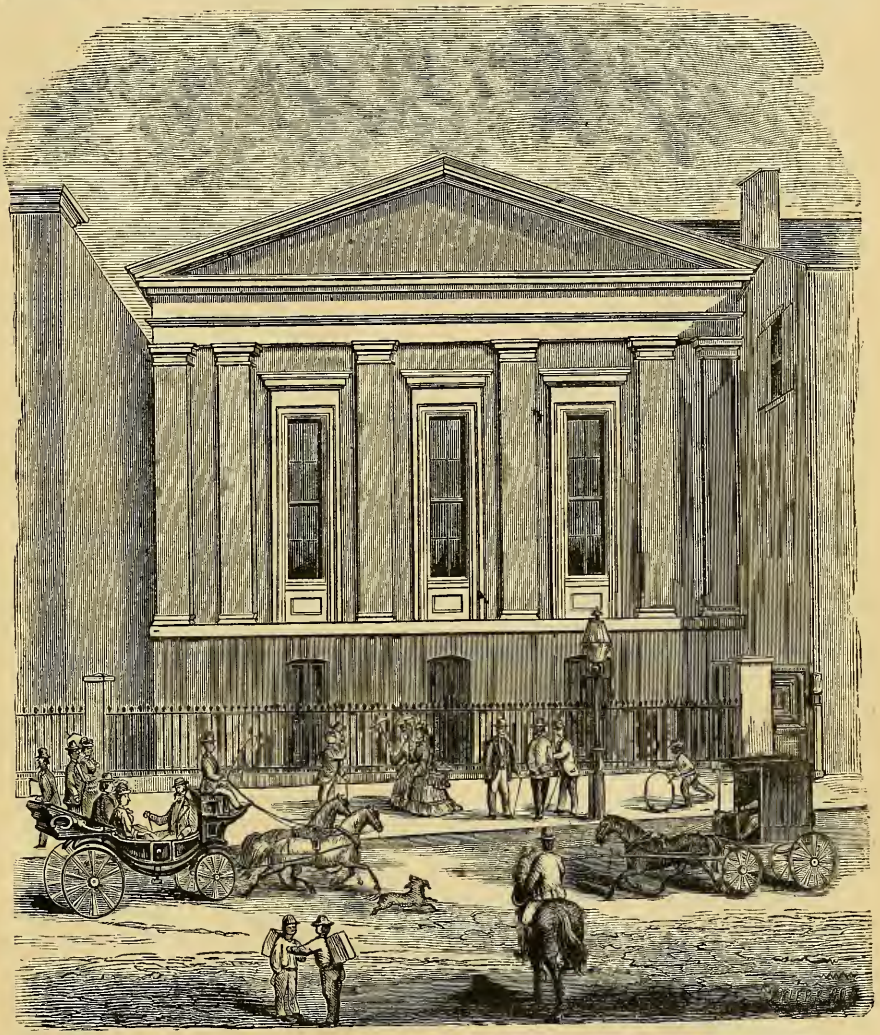
It will thus be seen that in all that enters into the practical value, scientific resources and efficient teaching of Medicine and its sister sciences, Baltimore offers superior advantages.

In one sense DENTISTRY is a modern science. That it was known and practiced in ancient Egypt, is evident from the discoveries in the Pyramids; and that a measure of skill was attained, is apparent from the remnants of workmanship still preserved, but its disappearance was as complete as the passing away of the Lost Arts, and in the eighteenth century practical Dentistry had no existence. During that period public attention was attracted to the subject, and a number of theoretical treatises were written by enthusiastic physicians. It was not however until the early part of the present century, that the views of its votaries assumed a practical direction sufficient to elevate it into a distinct science. America had the honor of nursing it through its infant struggles, and Baltimore may with propriety be called the birthplace of modern Dentistry.

In 1826, the "Principles of Dental Surgery" appeared in London, a work written by Leonard Koecker, a Baltimore physician. This was followed, in 1839, by the establishment in Baltimore of the "American Journal and Library of Dental Science," and in 1840 the "Baltimore College of Dental Surgery" was organized under a charter granted by the Legislature of Maryland. Shortly afterwards the great standard work of Dr. Chapin A. Harris, the "Principles and Practice of Dental Surgery," made its appearance. The Baltimore College of Dental Surgery, in which Dr. Harris was for a number of years a leading Professor, is not only the oldest, but if we may judge by results, one of the best in the world. Seven hundred and nine students have been graduated by this institution since its foundation. They are distributed pretty generally through the civilized por-

*Since writing the above, Professor N. R. Smith has been called to the Presidency of the Medical Faculty of the Maryland University, with the title of "Emeritus Professor of Surgery."

tions of the globe, and wherever they have located the fame of their *Alma Mater* has accompanied them. Every Dental College in this country contains in its faculty some graduate of this institution, and a large majority of the Court Dentists of Europe acknowledge their obligations to the same source. The Museum of the College is, without doubt, among the most complete in the United States, possessing a large and rare collection of pathological specimens, while the course marked out for the students is very comprehen-



SHARP ST. M. E. CHURCH, (COLORED,) BETWEEN LOMBARD AND PRATT STREETS.

sive, embracing anatomy, physiology and chemistry, the lectures upon these subjects being very full and minute.

Baltimore took the lead in this department of science from the first, and has steadily maintained her position. The students matriculating in this city, are not confined to the United States, but many come from the enlightened centres of Europe to avail themselves of the advantages which Baltimore extends to those desirous of acquiring a knowledge of

Dentistry. The great advances made latterly in this science would seem to suggest the propriety of pursuing a similar course with reference to other parts of the human body. By separating the science of Medicine into distinct branches perhaps the same beneficial results might ensue.

There is a Dental College organized here, (to be opened in the fall,) the faculty of which embraces some of the most prominent and distinguished *Practitioners* of Dentistry in the city.

Club-life, an almost universal feature of London society, and extensively imitated in some American cities, has received but little encouragement in Baltimore. This is due possibly to the superior attractiveness of domestic life in our City. There is small need for Clubs where cultivated and refined society, divested of artificiality, offers such tempting inducements. Clubs have been organized here, however, and they will compare very favorably with those in other places.

The Maryland Club, the oldest in the City, was founded by a number of the most cultivated gentlemen in the State for the purpose of keeping alive a civilization in some respects peculiar, and which was endangered by the rude but vigorous strides of Young America. It at present numbers among its members gentlemen from all portions of Maryland, and the close communion thus established has resulted in the perpetuation of that traditional hospitality of which every true Marylander is proud. Gentlemen from all parts of the United States and from the centres of civilization in Europe have referred with pleasure and somewhat of enthusiasm to the courtesies received from its members.—The Allston Association is more ambitious. In addition to the amenities of social life it designs to inspire a taste for the beautiful, and with this end in view a series of entertainments are given annually which combine the æsthetic with pleasurable features. It differs from "The Maryland" also in the fact that ladies may become honorary members of the Association, and a number of the most gifted in Baltimore have availed themselves of this privilege.

The Baltimore Club, recently organized, is a worthy competitor of the above, and already embraces within its membership many of the leading gentlemen in the City.

Our citizens of foreign birth or ancestry, the Germans, Irish, Scotch and English have organized Clubs which, aside from their social characteristics, have been the means of relieving much suffering and materially benefiting their brethren newly arrived upon our shores.

Baltimore has always been more remarkable for the social qualities of its people than for any decided *penchant* on their part for public amusements. In the past, the full development of the one has measurably done away with the necessity for the other. But with the enlargement of trade and commerce and the consequent addition to the transient population of the City the taste for popular entertainments has greatly increased. Ford's Grand Opera House, at the corner of Fayette and Eutaw Streets, will compare favorably with any similar place of amusement in the country. Its external finish is tasteful, while the appointments of the interior are luxurious and elegant. The drawing-room or parlor on the second floor is decorated by the genius of the best portrait and landscape painters in Baltimore. The advantages of the auditorium are ample room, great height of ceiling, and perfect optical and acoustic properties. The roomy stage, numerous modes of exit, and massive strength of the entire building, make it one of the pleasantest and safest theatres to visit in the United States.

Mr. JOHN T. FORD, to whose enterprise our City is indebted for this creditable Temple of the Muses, has further exerted himself to offer to the public, entertainments, both operatic and dramatic, the best to be had. Holliday Street Theatre, the Old Drury of

Baltimore, under the management of the same gentleman, is a cosy and pleasant retreat where the citizen or the stranger within our gates, may be entertained for an evening by the latest novelty in the dramatic line. Mr. Ford has shown himself to be a public-spirited citizen, by the decided and progressive views he has entertained and oftentimes enforced with reference to the government of the City, and by his bountiful charities during periods of great public distress. His Theatres have been surrendered repeatedly to the little ones in our midst, and the wonders of the Arabian Nights revealed to their astonished and delighted gaze, thereby setting an example which has been followed in some of the cities along the Atlantic seaboard with great benefit to the needy innocents.

Front Street Theatre, under the management of its present proprietor, has catered with commendable success to the public taste, offering what is known in dramatic parlance as a variety entertainment, which justifies the name, and the ever-recurring novelties of which, have won for Colonel Sinn no small reputation as a theatrical manager.

The above are the most prominent places of entertainment in our City. An Academy of Music is now being erected on Howard Street, under the auspices of a stock company, composed of our most eminent and influential citizens. The location is central and admirably suited for the enterprise. It will be built under the direction of a committee selected because of their peculiar fitness, and will doubtless prove a powerful auxiliary in the future progress of Baltimore.

The Maryland State Agricultural and Mechanical Association was incorporated in 1867. It was simply the revival of a Society which had existed for many years prior to the civil war and which numbered among its members many of the first men in Maryland. Appropriations were made both by the State and City, and the grounds at Pimlico on the outskirts of the City were purchased for the use of the Association. Situated in the heart of a beautiful country and accessible to the public through the railways and delightful county roads, perhaps a better location could not have been selected in the vicinity of Baltimore. The grounds were carefully laid out and proper buildings erected for the convenience of exhibitors and the purposes of the Society. The Annual Exhibitions which take place usually in October, have steadily increased in popularity and excellence, and have begotten a very decided improvement in husbandry throughout the State. The leading farmers, and merchants, are thus brought together and the community of intercourse established, produces a reciprocity of sentiment which cannot fail to be advantageous to both classes of our citizens.

Marylanders from a very early date have evidenced a decided taste for out-of-doors sports. The State was among the first to import the race horse from England, and fox-hunting, racing and field sports generally, were almost as familiar to those who became distinguished in olden times as were the means whereby they raised themselves to eminence. For many years Maryland horses bore off their full share of honors from the numerous contests which took place in different parts of the country and care was exercised by the farmers and planters in rearing the best specimens of this noble animal.

For some unexplained reason, racing fell into disrepute, and at the close of the war no organized Jockey Club existed in the State. Mr. Sanford, the winner of the Saratoga Cup at the Saratoga race meeting in 1868, gave a dinner immediately thereafter to eight persons. Among the invited guests was Governor Oden Bowie, of Maryland. The conversation at table drifted to the establishment of races on a firm and reputable basis, to be presided over by gentlemen and from which, fraud and rascality, so often in the past unpleasant concomitants of the course, should be banished. It was proposed during the dinner that each of those present should subscribe $1,000 to make up a stake for the Fall of 1870. The

proposition was enthusiastically adopted and the subscriptions closed. In a subsequent conversation as to where the race should take place, Governor Bowie assured the gentlemen that if it was run at Baltimore he would pledge a club and a course. This was the origin of the celebrated "Dinner Stakes" of 1870, and also of the Maryland Jockey Club which already numbers among its members many of the most influential and distinguished gentlemen in the State, and which, though as yet in its infancy is favorably known through the country.

An arrangement was effected with the Agricultural Society by which Pimlico was secured and a charter was obtained from the Legislature for the organization. Stables were built upon the grounds, the track, a mile in length, put in perfect order and a Grand Stand constructed which for strength, amplitude and the expansiveness of view it affords, is probably superior to any in the United States. The meetings of the Maryland Jockey Club which have taken place annually since 1870, in the autumn, have been eminently successful. The Course over which the races are run has steadily improved until at present it will compare favorably with any race-track in the country, and the great influx of strangers drawn hither during the annual meetings, tempted by the reputation of our citizens for hospitality and the æsthetic features for which our city is remarkable, together with the patronage extended by all classes of our own people have encouraged the Club to greater exertions, and hereafter two race-meetings, in the spring and fall respectively, will be held at Pimlico. The object contemplated in the organization of the Club, the purification of the Turf and its freedom from debasing influences has been kept steadily in view and the meetings are marked by the presence of the beauty, wealth and fashion of Baltimore.

If the history of each large city was traced it would be found that its progress had been marked by the springing up of towns and villages within reach of its influence. That these towns as soon as they had attained a sufficient degree of importance had been absorbed by the parent city and the intermediate space filled up with a hardy and industrious population—that perhaps to these offshoots is due in great measure the health of some cities and to their paucity the unwholesome atmosphere of others.

Villages or towns built at a distance are laid out with a latitude of which the costly ground in cities proper will not admit. The land lying between the villages and cities is comparatively speaking cheap, and persons are somewhat more careful of the æsthetic features when laying it off into towns and townships, just as the farmer with time and space will have an eye to the beautiful and picturesque, while his poorer neighbor is compelled to make every foot of ground minister to the wants of himself and family.

Some of the largest cities in America owe their present importance and much of their beauty and healthfulness to these accessories. Boston, with its dozen satellites is a city of much grander proportions than the simple town embraced within the corporate limits. Philadelphia, with Germantown, Kensington, the Northern Liberties and Philadelphia County, presents a more imposing array of inhabitants than would that same city divested of these important adjuncts. Baltimore is encompassed by a number of these surburban towns and villages which add greatly to the attractiveness and prosperity of the city.

Waverley, formerly known as Huntingdon, lies immediately outside of the city limits to the north of Baltimore. It contains a population of about 5,000 inhabitants and is well supplied with churches, public buildings and school houses. It is interesting as embracing the former seats of some of our older families, together with "Friendship" originally owned by the Quakers, "The Homestead" and Peabody Heights. The inhabitants are largely operatives, but many engaged in business in the City, have established their homes and have erected handsome dwellings within its limits. Two lines of horse-cars afford easy and constant communication with the City, its incorporation with Baltimore is a matter that cannot be much longer delayed.

In these latter days when fact has usurped the place of fancy and nothing which does not minister to the material advan cement of the community can secure a lodgment within its limits, Mr. Horatio N. Gambrill, a gentleman of unsurpassed business capacity and energy deserves at least a passing notice.

A more perfect representative of the practical side of the American character could scarcely be instanced, and the town of Woodberry, on the very verge of our City, is likely to prove an enduring monument to his sagacity and enterprise. In 1839, Mr. Gambrill leased the property then known as the Old Whitehall Flouring Mill, and in company with others, commenced the manufacture of Cotton Duck on a very limited scale. Trained from early youth in a cotton factory, he brought to the undertaking a thorough knowledge of his business, and his adventurous spirit cared little for the overgrown monopoly which had its seat in Patterson, New Jersey. The enterprise prospered—the original factory was enlarged and others erected until a thriving and beautiful town sprang into existence. Woodberry has at present a population of from 5,000 to 6,000 inhabitants. Situated under the shadow of Baltimore's handsomest ornament, Druid Hill Park, not the least attractive portion of which, "Tempest Hill," was contributed by the town itself, Woodberry is one of the most promising villages around the City of Baltimore. In addition to the cotton duck factories, Pool & Hunt's mammoth machine shops are located here. The inhabitants are mostly operatives and their families.

The town is noted for its high moral tone which has been fostered and encouraged by those who have thus far controlled its destinies. No intoxicating drinks are allowed to be sold within its precints, and it is abundantly supplied with churches and school houses.

Mount Washington is perhaps the most picturesque of the small towns which encompass Baltimore. It is located upon lofty hills about five miles from the City. Elevated and healthy, with pure water and cultivated society, the village has of late years grown very rapidly and its eminences are now studded with the residences of merchants and business men from Baltimore. Both Woodberry and Mount Washington are situated on the Northern Central Railroad, within a few minutes ride of the city, and the trains of that railway and the Western Maryland are constantly passing backwards and forwards.

Brooklyn, southeast of Baltimore, and connected by a commodious bridge over the middle branch of the Patapsco, was settled by the Patapsco Company in 1857. It is a flourishing village, regularly laid out, healthily located, and increasing rapidly in population and importance. Brooklyn has been selected as the terminus of the Baltimore and Drum Point Railroad, a work designed to penetrate the lower counties of the Western Shore of the State. It has a land-locked harbor and a water front of one and a half miles with a depth of water greater than can be found elsewhere in the vicinity of the City, and as the trade and commerce of Baltimore expand, doubtless the development of Brooklyn will be proportionate.

Towsontown, the county seat of Baltimore County, is situated on the York road, about seven miles from the City. It is delightfully located near the most elevated point on the road between Baltimore and York, and is being rapidly improved. It connects with our City by means of a horse railway, and the completion of a steam railroad now in process of construction will bring the town within a few minutes ride of Baltimore.

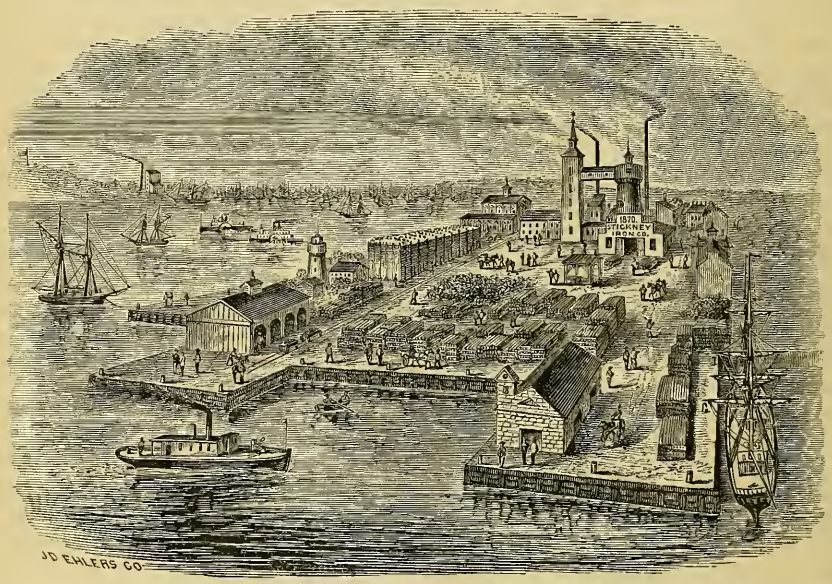
Govanstown, located on the same road, about midway between Baltimore and Towsontown, is a flourishing village, and has of late increased longitudinally to such an extent as to render it difficult to fix accurately its boundaries, in fact, the York road from Baltimore to within a short distance of Towsontown is a continuous street, lined on either side with houses. The adjacent lands are in many instances laid off in town lots, with broad avenues and thoroughfares, awaiting only the touch of capital to turn them into thriving towns and cities.

Pikesville, about seven miles from the City, on the Reisterstown road, is a beautiful village, and notable as the location of the United States Arsenal, established prior to the

war of 1812. There are many other towns and villages in the immediate vicinity of Baltimore in addition to those mentioned above, which are destined to great development in the near future, and which will add vastly to the importance of the City.

The growing tendency on the part of merchants and business men to reside in the country during the summer months, or to make their homes permanently in those towns within easy communication of the City, has assisted wonderfully in the development of the district contiguous to Baltimore, and it is estimated that the population of these towns will aggregate at least fifty thousand at the present moment, with a ratio of increase which leaves it matter of easy conjecture what the number of inhabitants will be in a few years.

When the early settlers of Maryland founded the town of Baltimore they little supposed it was destined to become one of the leading ports of entry on the Atlantic coast. Its inland position, almost at the head of navigation, seemed to be an effectual barrier against



foreign commerce, which it was thought would seek those cities lying more immediately along the Atlantic. The location of Baltimore however conduced more perhaps than any other cause to her advancement in this regard. In addition to the safe and commodious harbor furnished to shipping, freight was brought that much nearer to the interior by water, the cheapest mode of conveyance.

The introduction of steam as a motive power on water led to the construction of vessels of much heavier draught than were used in the old merchant service, and our shippers had to contend against a real bugbear in the shape of a defective channel. The channel of the Patapsco was neither deep enough nor sufficiently wide for the safe passage of first-class steamers when heavily laden. Fifteen years ago the attention both of our own citizens and the national authorities was attracted to this difficulty and lukewarm and desultory measures undertaken for its removal. From time to time small sums were appropriated by Congress and the city, and an officer of engineers in the United States Army was assigned to this post, for the purpose of deepening the channel. But little progress was made in the work until 1871, when the advent of several lines of foreign steamers

awakened both the community and the general Government to the paramount importance of securing to the rapidly increasing foreign trade of the city easy access.

The City appropriated $200,000 for the improvement of the harbor and the national legislature $40,000 additional. Congress, in 1872, supplemented its appropriation with another of $100,000, and at the session of 1873 voted an additional $200,000, which the municipal authorities of Baltimore gracefully acknowledged by voting a similar amount for the same purpose. Since 1871 the work upon the channel has progressed rapidly under the direction of Colonel Craighill, of the United States Army. The money in hand at present amounts to $450,000, a sum amply sufficient for the completion of the improvement. It is proposed to clear the channel to a depth of 24½ feet at low tide, and to give it an uniform width of 300 feet. It will be finished in 1874, and the harbor of Baltimore will possess a channel equal in all respects to the best approaches to ports of entry in this country, and will be accessible for the largest vessels employed in the merchant marine of any nation on the globe.

Baltimore, like other cities, has had its periods of misrule, when anarchy usurped the place of order, and the lowest, most disreputable elements of the community rose to the surface, and for a time defied the honest efforts of law-abiding citizens. Such a state of affairs undoubtedly existed during the years 1858, 1859 and 1860. The Roughs obtained control of the City and inaugurated a reign of terror similar to that which at present disgraces one of the largest cities in the country. This saturnalia of rowdyism was short-lived. Good citizens, irrespective of party, combined for the protection of society, and during the winter of 1860 the State Legislature enacted the famous "Metropolitan Police Bill." THE POLICE FORCE was organized in accordance with its provisions on the 7th of May of the same year. The features of the bill were simple. Its main characteristic was the separation of the local government and *that* organization which must be manipulated with impartiality to make it honest and efficient. Its workings were magical.

The transition from a state of rowdyism to perfect order was instantaneous. The Bowie-knife and the Bludgeon were laid aside, and the law suffered to interpose its protecting arms for the good of the community. The Roughs either abandoned their infamous mode of living, or betook themselves to other cities.

From this period onward, with a brief interruption during the continuance of the civil war, Baltimore has been emphatically an order loving city. With little modification, and that of a serviceable nature, the Police System of 1860 is at present in operation, and our City can challenge comparison with any other in the country for the security of the lives, liberties and property of her citizens.

The perfect order preserved in every portion of this great metropolis is really a subject for admiration, when taken in connection with the numerical force by which it is accomplished. As at present constituted, the organization consists of three Commissioners, styled the Board of Police, a Marshal, Deputy Marshal, 4 Captains, 8 Lieutenants, 43 Sergeants and 489 men. The officers are appointed by the Commissioners, and are usually selected from among the men for meritorious conduct. No man is placed upon the Force because of his political opinions, or for any other reason than general efficiency; nor are any dismissed therefrom, save for misconduct, demonstrated to the satisfaction of the Board. While the duties of the police of Baltimore are more numerous and onerous than those of the same class in other cities, their numerical strength is much smaller than that of similar organizations in any of the cities of America of approximate size or importance. We have dwelt at some length upon the merits of our Police System, because they have been freely recognized by all classes in the community regardless of political affiliation.

Baltimore was among the first cities in America to avail herself of the great improvements in the apparatus for subduing fires. In 1858, the old volunteer FIRE DEPARTMENT,

with its hand engines and internal dissensions, was abolished and an organization formed under the pay and control of the City. The new Department was furnished with improved Steam Fire Engines, and it very soon demonstrated both the superiority of the system and the utility of steam as a means of overcoming conflagrations. Since that time the Department has been strengthened and enlarged. Under the management of a Board of Commissioners, selected from our most estimable citizens, and whose services are given to the city gratuitously, it has become the most perfect organization in the country, a subject of pride to Baltimoreans and of admiration to visitors from other cities.

The apparatus of the Department consists at this time of ten engines in service, and two reserve engines, with the necessary hose-carriages, and three hook and ladder trucks. The entire force numbers one hundred and sixty men. Since the institution of the Steam Fire Department there have been but few fires of magnitude in our City. Indeed, Baltimore has enjoyed an exemption from the ravages of this terrible scourge that cannot be altogether attributed to the efficiency of the Fire Department, ably managed as it undoubtedly is, and a further reason for which may be found in the construction of the city, the broad streets and well-built houses.

As an exhibit both of the usefulness of the Department and the marked immunity of the City from fires, we append the following table, giving the number of fires, losses, number of Companies, and expenses of Departments in seven of the leading cities of the United States, from November 1st, 1871, to October 31st, 1872:

CITY.	NO. FIRES	LOSS.	NO. COMPANIES.	EXPENSE OF DEPARTMENT.
New York	1,647	$2,725,000	52	$1,000,000
Philadelphia	523	1,275,000	27	250,000
Chicago	489	973,000	26	328,000
Boston	549	704,000	38	331,000
Cincinnati	213	453,000	23	281,000
San Francisco	300	1,411,000	25	180,000
Baltimore	172	300,000	13	145,672

Of course the losses by the great fire in Boston have been omitted in the above estimate. It will be seen from this table that Baltimore, with a Department scarcely half the size of the smallest of these cities, has suffered a loss by fire of $300,000, a sum less by $153,000 than that acknowledged by the most fortunate of those enumerated.

The WATER-SUPPLY has already become a question of paramount importance in large cities. Those along the Atlantic coast are prone to pride themselves upon the efforts they have made in this regard, and not without reason, though it may be doubted whether any of the works established in modern times would compare in magnitude and completeness with some of the magnificent structures of the ancients, the remains of which are still in existence. The Croton Aqueduct in New York and the Fairmount Water-works in Philadelphia, are monuments of modern engineering skill, and constitute exceedingly attractive features of the cities to which they respectively belong.

The attention of our citizens was directed many years ago to the necessity of securing an abundant supply of Water, and in 1804 the old Water Company was established. This corporation served its purpose for a number of years, but in 1854, the rapid development of Baltimore made it evident that this source of supply could not much longer be relied upon, accordingly the City bought out the Company, and in 1858 commenced the construction of the works which now supply the inhabitants. An exquisitely beautiful artificial lake, with a capacity of 500,000,000 gallons, known as Lake Roland, was formed at the Relay House, the intersection of the Western Maryland and Northern Central Railroads,

about eight miles from Baltimore. Hampden Resorvoir, a smaller basin constructed near the village of Hampden, with a capacity of 50,000,000 gallons, and Mount Royal Reservoir, on North Avenue, with a capacity of 30,000,000 gallons, both of the latter supplied by means of an aqueduct from Lake Roland, were considered amply sufficient for the requirements of the City for years to come. Subsequently Druid Lake, with a capacity of 493,000,000 gallons was formed in Druid Hill Park, more with a view to ornamentation and as a storage reservoir, than with any actual expectation that the increasing needs of the City would require its services during the lives of its projectors.

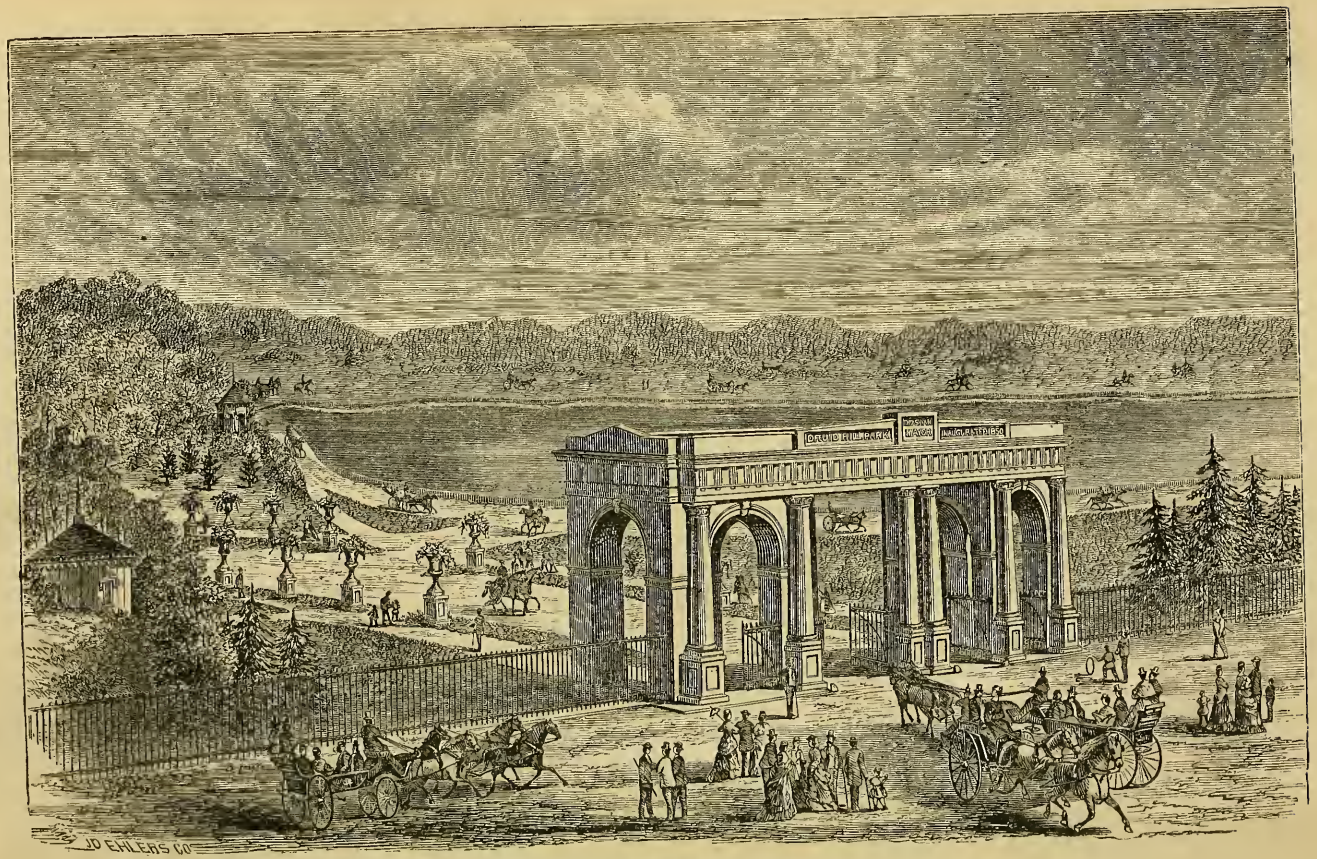
Twenty years had scarcely elapsed after the commencement of these works ere the City Fathers were admonished, by the rapid increase in population and the equally speedy multiplication of industries requiring the free use of water, that the demand would soon exceed the supply, and a plan is now matured by which an unlimited quantity of this indispensable element will be brought into the City from the Gunpowder River, a stream of fresh and pure water, which passes through the centre of Baltimore County, and empties into the Chesapeake Bay. This great undertaking cannot be completed for at least three years, and in the meantime a temporary method has been devised by which the immediate wants of the City will be abundantly supplied. When finished, the Gunpowder Water-works will exceed any similar enterprize in this country, and perhaps in Europe. A conduit through which may be passed 170,000,000 gallons of water daily, will convey the supply from the Gunpowder to the City, a distance of about eight miles. The elevation of the water above tide will be 163 feet, sufficient for present necessities or for any likely to occur in the future of our City

It has been said with truth that its PARKS and SQUARES are the lungs of a city. Baltimore is bountifully provided with these adjuncts to healthfulness. Druid Hill Park, in the northwestern portion of the City, contains seven hundred acres of land, and for varied natural scenery is perhaps unequalled in this country.

For more than a century and a half prior to its purchase by the city, the Park was the homestead of a Maryland family. Some older member of the house had displayed exquisite taste in the preparation of the grounds, and succeeding generations had the good sense to perpetuate his ideas with simply a touch here and there to heal the blows of time and preserve the design in its original purity.

During the year 1860 the City obtained possession of Druid Hill, at a cost of $500,000, and since then it has been enlarged by purchases of contiguous tracts of land. Its management as a Park has been characterized by wisdom and enlightened policy. Immediately after its acquisition by the City it was placed under the government of a Commission consisting of a number of gentlemen of intelligence and high standing in the community, selected because of their peculiar fitness for the undertakiug. This Commission, with enlarged powers, has been continued to the present time. The main effort appears to have been to preserve, as far as possible, the natural beauties of Druid Hill, and only to interpose art when needed by the poverty of the landscape or the wants of the City. In this the Commission has been eminently successful.

A broad expanse of land is spread out before the spectator, rolling in great waves of verdure, forming at some points gentle undulations intertwined with pretty little glens, and at others rising in terraces, one above another, until lofty hills disclose the City, the river, the bay, and the territory of Maryland as far as the eye can reach. Majestic primeval forest trees, hickory, oak, chesnut, and walnut, of immense size, are succeeded by impenetrable thickets where the greenbrier and the laurel strive for the mastery. Spreading groves invite the citizen, weary and worn with the turmoil of busy life, and joyous fountains gush forth at his feet to moisten the parched lips or cool the heated brow. Pleasure boats play over the silvery bosom of the lake, and swan move gracefully through the waters of the numerous natural basins which intersperse the grounds, while fallow deer in groups roam through the woods and groves. Beautiful drives traverse the Park

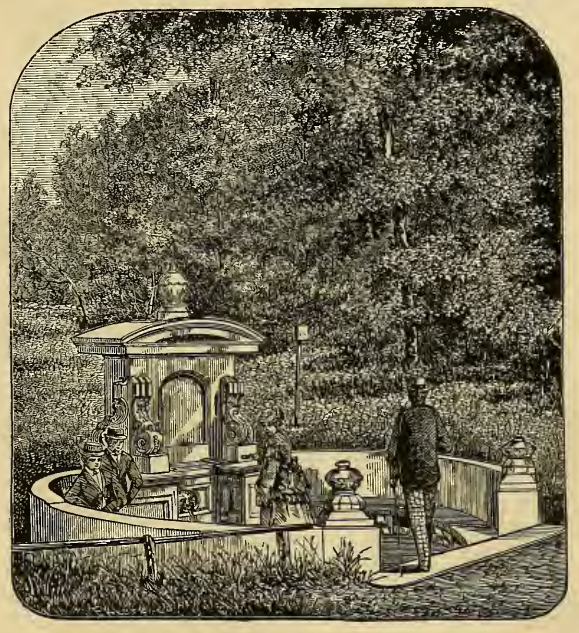


ENTRANCE TO DRUID HILL PARK.

in every direction, many of them adorned with antique vases filled with flowers and covered with creeping vines, and rustic retreats are so judiciously distributed as often to beguile the visitor with their perfect semblance to nature.

Nor has the Commission been unmindful of the convenience of those whose modest means forbid the use of showy equipages. Walks, with the truest regard to taste, have been arranged through the grounds, and the valetudinarian, when once the Park is reached, may fairly revel in the ever changing pictures and invigorating atmosphere he is permitted to enjoy through the foresight of the City's former guardians.

Druid Hill is at present the most beautiful Park in America, and with the ample revenue derived from the tax on City Passenger Railways, it is impossible to fix any limit to its improvement in the future. The influence of the Park upon adjacent property has been wonderful. Its value has been greatly enhanced, streets have been opened, avenues created, long lines of elegant and costly residences have been built, and the time is probably not



EDMOND'S WELL—DRUID HILL PARK.

remote, when the Park will form a centre around which will cluster the fashion and wealth of the City of Baltimore.

Seventeen acres have been set apart within the enclosure for the erection of a Botanical Garden. A Conservatory 300 feet long and 30 feet high is about to be erected, and a Nursery established for the purpose of supplying the other Parks and Public Squares with trees. The Botanical Gardens will be enlarged to forty acres as soon as circumstances will permit, and a Zoological Department added, which will contribute much to the attractiveness of this truly beautiful spot. The project was originated by the Maryland Academy of Sciences, but will be under the supervision and control of the Park Commission.

Patterson Park, in the eastern section of the City, contains 76 acres of land. Already it has been handsomely adorned, and the contemplated improvements will make it a delightful place of resort for the citizens of this portion of our City. From any part of the grounds a magnificent view can be obtained of the harbor and Chesapeake Bay, and the neighboring counties of Baltimore and Anne Arundel.

In addition to the Parks, Baltimore has a number of Public Squares judiciously distributed in different portions of the City. In the western section are Union Square, Franklin Square and Harlem Square; in the north-west, La Fayette Square; in the centre, Monument Square and the City Spring; in the north-east, Madison Square; in the east, Jackson Square, and the eastern City Spring, and in the south, Battery Square. With the exception of Monument Square, they are all sodded down with turf and beautifully decorated with shade trees, forming reservoirs of health for the citizens enervated by the fierce heat of summer and unable to betake themselves to the fashionable places of resort.

It is proposed to establish another Park in the southern section of the City, with Battery Square as a nucleus. This Square is located in the immediate vicinity of the middle branch of the Patapsco, and when its limits are extended so as to embrace the intervening property, it will become, because of its water view, one of the most attractive spots in the City.

FOREST TREES—DRUID HILL PARK.

From the Parks of Baltimore to her CEMETERIES is a natural transition. Tender love for the memory of the dead is a distinctive feature of some nationalities. With the French it is a passion. Poets, Warriors, Statesmen and Philosophers, severed in life, are all brought together within the narrow confines of PERE LA CHAISE. The tomb of Abelard and Eloise blooms perennially with fresh flowers, while the immortelles never die on the graves of such men as Ney, Moliere, and a host of others.

Though Americans do not exhibit the intense pathos displayed by the French, Mount Auburn, Greenwood, Laurel Hill, Greenmount and Bona Ventura, all Cemeteries on the Atlantic coast bear ample testimony to the care displayed by the American people for the repose of their dead. Greenmount Cemetery, formerly the country seat of a citizen, is situated on the York road, just within the City limits. It contains about sixty acres of

land, handsomely embellished. Its natural beauty is very great. The land is rolling in character and very thickly studded with shade trees and evergreens. The hand of the landscape gardener has added much to its attractions. It is intersected by graceful avenues and promenades, and many of the memorials to the departed, so beautifully distributed within the enclosure, evidence taste and a high order of merit in the artist, among which may be mentioned the bronze statue of a female, sprinkling flowers upon a tomb, and several other pieces of statuary by Rinehart, a native of the State.

At an elevated point in Greenmount a monument has been erected by the City of Baltimore, to the memory of John McDonogh. A massive granite base supports a marble pedestal which is surmounted by a statue of the great philanthropist.

This city of the dead is often visited by our citizens, both because of its exquisite beauty and the tender associations which cluster about its "quiet places," and the flowers and

SILVER LAKE—DRUID HILL PARK.

freshly planted evergreens upon many of the mounds are an assurance that those who are gone are *not* so soon forgotten. In addition to the above, there are a number of Cemeteries in and around our City, some extending over a greater area than Greenmount, and several highly ornamented and possessing considerable natural attractiveness.

Upon opening this volume the reader will find a very comprehensive Map of Baltimore and its environs. The present boundaries of the city are clearly indicated, as also those portions lying beyond the corporate limits, together with the straggling villages located within one and a half miles of the City proper. By reference to the Map it will be seen that much of what *should* constitute the City of Baltimore lies in the county. The City itself covers an area of but 10,000 acres. The boundaries established in 1816 by legislative enactment have never been changed. Efforts, oft repeated, have been made by our citizens but for reasons presently stated the enlargement of the City limits has been deferred until

hope has well nigh sickened and died. The census of 1870 places the population of the City proper at 267,354. The unfairness of this estimate, not to characterize it by a harsher term, is glaring to every resident of Baltimore, and its palpable absurdity would provoke a smile were it not so serious in its consequences to the welfare of our City and State. A subsequent enumeration under the direction of the City government, hurried in its character, and hence liable to many errors against the City, made the population of Baltimore 283,375. We must not be understood as accepting either of these sets of figures as a correct exhibit of our numerical strength; on the contrary a census taken by a thoroughly reliable citizen of Baltimore, and taken under circumstances from which accuracy may be reasonably inferred, has placed the population far beyond either of these enumerations. But assuming 283,375, the number ascertained by the municipal authorities, as the population of Baltimore in 1870, that portion of the City which lies outside of the corporate limits, and which probably will soon be brought under the control of the corporation, would have swelled the number of inhabitants to 350,000, and would have made Baltimore in this respect the fourth city in the United States.

That the extension of the City limits cannot be much longer delayed is apparent to the opponents as well as to the friends of the measure. Baltimore County has heretofore claimed, and with some show of reason, that by wresting from her this large and valuable slice of her domain, the City will so diminish the basis of taxation as to embarrass the county government. The City on the other hand desires room for expansion, and the people who live on the debateable ground are crying out for the protection and benefits that will accrue to them from annexation. The requirements of our rapidly increasing population and the advantages which the middle and poorer classes, residing on the outskirts of Baltimore, will reap from the enlargement of her boundaries, constant supplies of gas, water and the like, with the security afforded by a well regulated police force, must in a brief space override any minor considerations.

The people of the county feel that the blow is inevitable, and already many are favoring the annexation of Baltimore County in its entirety in imitation of the example set by Philadelphia and New York, while others are beginning to realize that the decrease in the revenues of the county would be temporary, as the prosperity of Baltimore must eventually inure to the advantage of the territory which surrounds her.

The enlargement of the City limits once determined, the ægis of the municipal government extended over this region would produce that feeling of security which is certainly lacking now, and which would lead mechanics and operatives to lease lots and erect for their families houses where their close proximity to the agricultural districts would insure the very cheapest rates of living. The intermediate spaces between Baltimore and the towns within the circle of expansion would rapidly fill up with a thrifty population, while satellites would multiply about the parent city.

This has been the experience of all great cities in the past, and, when similar influences are working with ten-fold force in our midst, can we doubt that the analogy will be complete?

In concluding an article which has for its object the exposition of the resources of Baltimore, it may be well to summarize the forces that have ministered to her importance. The great natural necessities in these days of steam-power are *iron* and *fuel;* iron to be worked into the multitudinous forms of which it is susceptible, and which the ingenuity of man has discovered, and fuel to supply the motive-power for its manipulation. Wood in this country, where it was supposed it would be abundant for many generations, is actually becoming a scarce commodity before one hundred years of the national life have transpired, and in some places the system, so long in vogue in Great Britain and on the continent of Europe, the plan of setting out groves of trees as a farmer would a crop of corn, has already been adopted.

A substitute, under the circumstances, becomes a matter of the first importance, and wherever this can be found, trade and commerce will necessarily gravitate towards that point rather than to a locality unfortunately bereft of this wonderful auxiliary in the the march of Progress.

Baltimore is *absolutely* independent of her sister cities in these respects. The bituminous coal beds of Alleghany, West Virginia and portions of Pennsylvania have been barely opened; in fact, several of those in the vicinity of Cumberland have never been tapped, and, though it is known that the supply is vast beyond computation, its real richness is as yet only conjectural.

The Baltimore and Ohio Railroad, a mammoth corporation, and the Chesapeake and Ohio Canal, almost equally extensive in its operations, with their combined strength have been utterly unable to develop these beds of wealth beyond the threshold, and two more railroads are now projected for the purpose of bringing the coals to our city. In addition, the various species of this mineral, such as gas, cannel and anthracite coal, are supplied by the numerous roads leading to Baltimore, in unlimited quantities. Iron is so plentifully imbedded in the soil of Maryland as almost to constitute the State a great bed of this ore. In Alleghany, Anne Arundel, Baltimore, Cecil, Frederick, Garrett, Harford, Howard, Prince George's, Queen Anne's, Washington and Worcester Counties the beds of ore, inexhaustible and of the finest description, are being worked with profit to their owners and to the rapid advancement of our City, into whose lap the most of this metal is poured. Besides the coal and iron of Alleghany, lime stone, sand stone, hydraulic cement, and wonderful water-powers abound, and the city of Cumberland, the county seat, is rapidly becoming the centre of a very important trade, the enterprise of her citizens expediting this result and exhibiting an example that might be followed with a happy issue by others.

Anne Arundel County, in addition to the supply of iron ore, possesses a wide stretch of fertile territory where tobacco and grain are grown in large quantities, and truck-gardens are located sufficient in themselves to supply the demand in Baltimore for fresh and wholesome vegetables. Annapolis, the county seat, and capital of the State, is one of the oldest cities in America, and notable as being the place where the illustrious Washington resigned his sword after the completion of his labors in the War of Independence, and as still possessing the building (State House) in which the deed was done, and where Congress met immediately after the same war. This city is remarkable also as having produced a number of the most distinguished lawyers that have ever graced the Bar in this country.

Baltimore County, in addition to her great beds of iron ore, has fine water-powers, and is noted for her extensive milling operations, carpet, cotton and woollen factories, furnaces, foundries, paper and flouring mills. The finest and strongest cotton-duck and flour equal to any manufactured in the world are made here. This county contains also valuable copper mines and chrome ore, a large proportion of the latter article used in the State being obtained from Baltimore County. Exhaustless quarries of marble, lime stone and building stone are found here, from the latter of which gneiss and granite are taken in large quantities.

Calvert County produces the best tobacco grown in the State, as well as boundless supplies of fish, oysters and wild fowl, and tripoli is found in many localities.

Caroline County, on the Eastern Shore of Maryland, is celebrated for its fine peaches and fruits of all descriptions, and this remark will apply with equal force to Dorchester, Kent, Queen Anne's, Somerset, Talbot, Wicomico and Worcester, all located on the same side of the Chesapeake. Their mild climate, rich soil and proximity to the Bay and Ocean enable them to produce the earliest and most superior fruits and vegetables, which are sent in large quantities to the Northern cities, where they find a ready sale at fancy prices. Large supplies of shell-marl, green sand and marl are found in this section, the latter furnishing an excellent manure, by means of which the strength of the land can be regularly renewed.

Carroll County possesses first-class water-powers, cotton and woollen factories, merchant and paper mills, also a great number of tanneries, copper mines and extensive quarries of granite, marble, lime stone, soap stone and slate.

Cecil County has quarries of granite and soap stone, the most valuable chrome mines in the world, clay for fire-bricks, fine water-powers, great shad and herring fisheries, kaolin or porcelain clay, and a tremendous trade at Port Deposit, on the Susquehanna river, in lumber and logs.

Frederick County has an abundance of water-power, a large number of mills, tanneries and various domestic manufactures, quarries of lime stone and slate, copper mines, a species of stone similar to Italian marble, and a quarry resembling *verde-antique*, together with marble of variegated colors, the light and dark red prevailing. Frederick City, the county seat, is a large and thriving town, with an intelligent and energetic population.

Harford County contains extensive water-power, furnaces, factories, foundries, flour mills, quarries of building stone, gneiss or granite, iron ore and valuable chrome beds, quarries of slate and kaolin or porcelain clay.

Howard County has factories, mills, furnaces, quarries of lime stone, also a stone that resembles very much Quincy granite, and Porphyritic granite.

Montgomery County possesses quarries of sand stone and marble, excellent roofing slate, other building stone, also chrome ore and fine water-powers.

Prince George's County, in addition to iron ore, sulphuret of iron, bole, tripoli and large shad and herring fisheries, produces the largest quantity of tobacco grown by any single county in the United States, and contains large cotton factories.

Saint Mary's County is the oldest in the State, and the first government of the Province had its seat there for many years. Marl is abundant and tobacco the principal crop.

Washington County produces lime stone, slate of a very superior quality, emery or corundum, and is a great grain growing section of the State, containing extensive flouring mills. Hagerstown, the county seat, is a prosperous and growing city. *

Of course the resources of the counties would advance but little the interests of Baltimore City were there not convenient methods of reaching them. Let us see what they are. Through Baltimore County the lines of four extensive railroad corporations already pass at such favorable distances that nearly all the wealth to which we have just alluded may be poured into our City in quantities to suit the demand of the market. Shorter lines of railroad stretch their arms into the richest portions of her territory in all directions, while county roads of the first excellence offer the strongest inducements to producers. Another very useful railroad, the Maryland Central, is about to be put under contract. It will pass through the most fertile sections of Baltimore and Harford Counties, fixing its terminus at the Pennsylvania line. The northwestern tier of counties, Montgomery, Frederick, Washington and Alleghany are pierced in all directions by the Baltimore and Ohio Railroad and its branches, and bounded on the south by the Chesapeake and Ohio Canal, while Carroll, Frederick and Washington Counties are almost bisected by the Western Maryland Railroad. Harford and Cecil are crossed by the Philadelphia, Wilmington and Baltimore Railroad, and the latter is intersected at various points by the Philadelphia and Baltimore Central Railroad, and the Columbia and Port Deposit Railroad.

The Baltimore and Ohio, and its branches, pass through Howard County in several places. This County is also tapped by a number of short lines.

The lower tier of counties on the Western Shore consisting of Prince George's, Anne Arundel, Calvert, Charles and St. Mary's, much the larger portions of which have been heretofore without railroad communication with Baltimore, are about to be abundantly supplied. Already the Baltimore and Ohio through its branches strikes Anne Arundel and Prince George's, and brings the former into easy communication with our City by

*NOTE.—The author desires to express his obligations for facts relating to the Counties to a volume entitled "The Atlas of Maryland, District of Columbia, and the United States," by S. J. Martenet, H. F. Walling and O. W. Gray. G. W. H.

means of the Annapolis and Elkridge Railroad, while the Baltimore and Potomac Railroad passes directly through Anne Arundel, Prince George's and Charles to the Potomac River. The Drum Point Railroad, at present under contract, bisects Anne Arundel and Calvert through their entire length and strikes the Patuxent at its mouth. The Washington City and Point Lookout Railroad, which is also under contract, will run from Washington City down through Prince George's, Charles and St. Mary's to Point Lookout, the extreme southern end of the Peninsula and intersecting the Baltimore and Potomac at a point in Prince George's, will bring the produce of these counties directly to Baltimore. Already the Baltimore and Potomac Railroad connects with the great Union Railroad, a road incorporated to unite all the lines of Railway running into Baltimore, and arrangements are now being perfected by which the Drum Point Railroad will leave its terminus at Brooklyn, on the Patapsco, and passing round the City, will enter the same road at the tunnel.

It must also be borne in mind that these lower counties are intersected in all directions by navigable rivers and streams which furnish by far the cheapest mode of transportation.

We have reserved the Eastern Shore Counties until the last. They have never heretofore had railroad communication with our City save by long and circuitous routes which were practically, barriers to commercial intercourse, and the Bay and its tributaries have been relied upon as a means for securing the produce of that wealthy section of Maryland. Much of the valuable traffic which should have found its way to Baltimore, the great metropolis of the State, was on this account diverted to Philadelphia by the extensive railroad connections with that city through Delaware. The surface of the land on the Eastern Shore is admirably adapted to railroad construction, and unusual energy has been displayed in the location of those wonderful adjuncts to civilization. Besides the great facilities they possess for water communication, each county can boast its railroad, all of which connect with the Delaware Railroad, which meets the Philadelphia, Wilmington and Baltimore Railroad, 71 miles from Baltimore and 28 miles from Philadelphia, thus naturally urging trade to the latter city.

All this is about to be changed and by a means so simple as to cause amazement that the project has never been seriously entertained before. The Baltimore, Chesapeake and Delaware Bay Railroad Company has been organized and the money necessary for the construction of the road subscribed. It is to be built from Love Point, the northern extremity of Kent Island, on the Chesapeake Bay, (18 miles from Baltimore) immediately across the Eastern Shore, through the counties of Queen Anne's and Caroline, to Harrington in Delaware, a distance of 40 miles, where it connects with the Delaware and the Junction and Breakwater Railroads. The connection with the latter road unites by an air-line the Chesapeake and Delaware Bays. The results to Baltimore will be, first, communication with New York by the cheapest and pleasantest route yet projected, the Company having contracted with the Lorillard Steamship Company to take freight and passengers from the Delaware Breakwater to New York immediately upon the arrival of the train, while several Baltimore corporations are at present striving to secure the contract for their conveyance between Baltimore and the railroad depot at Love Point on the Eastern Shore of the Chesapeake. This will constitute during much the larger portion of the year the most agreeable line of travel between Baltimore and New York, and by all odds the cheapest route for freight at all seasons. There will be but one change on the line, as the cars will be carried across the Chesapeake on very heavy steamers. But this is the least of the advantages likely to accrue to Baltimore from the building of this railroad. It will run within a stone's throw of Queenstown, the western terminus of the Queen Anne's and Kent Railroad, with which, of course, connection will be made and which intersects the Kent County Railroad at Massey's Junction. It will intersect the Maryland and Delaware Railroad at Hillsborough, and thus the productions of Kent, Queen Anne's, Talbot and Caroline, will be immediately diverted to Baltimore. At Harrington, it will tap the

Delaware Railroad, the real main-stem of all the railroads south of that point, and thus the productions of Dorchester County, through the Dorchester and Delaware Railroad; of Wicomico, through the Delaware and the Wicomico and Pocomoke Railroads; of Worcester through the latter and the Worcester Railroad, and of Somerset through the Eastern Shore Railroad, will all be poured into Baltimore, while much of the produce of Delaware will follow the same channel; trade always chosing for itself the most natural and expeditious routes. It will thus be seen that through this little railroad only forty miles in length, and which will be constructed at comparatively insignificant cost, all the trade of the purely Eastern Shore Counties, and much of the State of Delaware, will be attracted to our City, the route to Baltimore being shorter by one half than that which now draws a large portion of this trade to Philadelphia.

It is proposed to construct another line of railroad between this City and New York. The New Jersey Southern Railroad, which has recently changed hands it is said, proposes to build a road across the Delaware River, somewhere in the neighborhood of Fort Penn, which will strike the Delaware Railroad at Townsend, and from thence using the Townsend Branch Railroad, and the Kent County Railroad, will reach a point on the Chesapeake Bay near Rock Hall. Here passengers and freight will be shipped direct to Baltimore in steamers constructed for the purpose.

If carried out, this route will prove as effectual in diverting to Baltimore the trade of the Eastern Shore and Delaware as the road mentioned above.

The City by its admirable location, situated in the very heart of the country, at the head of a bay which is superior to the ocean because of the protection it affords to shipping, gives access to a broad reach of territory on either side, from which stores can be drained by water communication, and the receipts of our foreign and domestic commerce distributed at the smallest possible cost to producers.

The great grain fields of the far West are made tributary to her through gigantic lines of railway; the Valley of Virginia, teeming with cereals, mineral wealth and forests of inestimable value, through the same source pours into the City its varied productions; the South, with its inexhaustible resources, lumber, cotton, rice, tar, pitch, turpentine, rosin and tobacco is linked with her by splendid lines of steamers; competing railroad corporations are already struggling for the mastery in their efforts to empty into her lap the riches of the Central West, and the great Mississippi Valley; her enterprising merchants, business men and railroad companies have established, in connection with foreign corporations, magnificent lines of steamers which connect the City with the prominent ports of Europe, and the cheapness of these modes of communication are being practically demonstrated to the satisfaction of the South and West; her inner attractions, her beautiful parks, public squares, refined society, handsome and well ventilated thoroughfares, the high moral tone of her citizens, healthfulness, cheapness of living within her limits, her institutions, and the hospitality which has distinguished her in every period of her history, her iron works, cotton factories, sugar refineries, machine shops, glass works, flour mills, and her other great and important interests, have all been elaborated with care in the progress of this volume.

To predicate the future of Baltimore, with such a combination of resources as a basis, requires neither the use of isothermal lines, nor analytic deduction extending through long cycles of ages. Theories may be true and useful, but facts are stubborn and indisputable. The future of Baltimore depends upon but one hypothesis. The elements of her present and prospective greatness stare us in the face and need only utilization by a proportionate amount of energy on the part of our people to realize a prosperity scarcely exampled in the history of the world.

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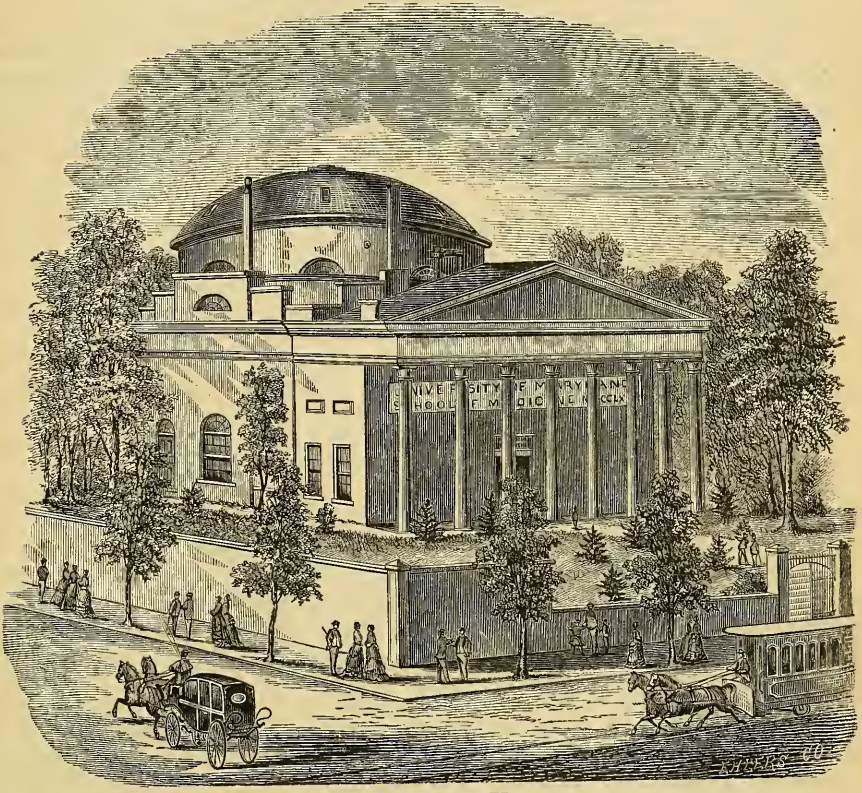
SCHOOL OF MEDICINE.

Hon. SEVERN TEACKLE WALLIS, LL. D., Provost.



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THE regular course of Lectures commences on the 1st of October, and terminates on the last day of February.
For further information apply to any member of the Faculty for an annual Circular.
NOTE.—See pages 74, 75 and 76 for further information in regard to the University of Maryland.

THE WASHINGTON UNIVERSITY.

SCHOOL OF MEDICINE.

BALTIMORE, MD.

ANNOUNCEMENT.

The Winter Session begins on the 1st of October, and terminates on the 22d of February. The Summer Session begins on the 2d Monday in March, and continues four months.

FEES, STATUTES, &c.—Full course of Lectures, including Dissection and Hospital Tickets, $65.00. Matriculation Fee (paid but once), $5.00. Graduation Fee, $20.00. All fees, except the graduation, must be paid at the beginning of the session.

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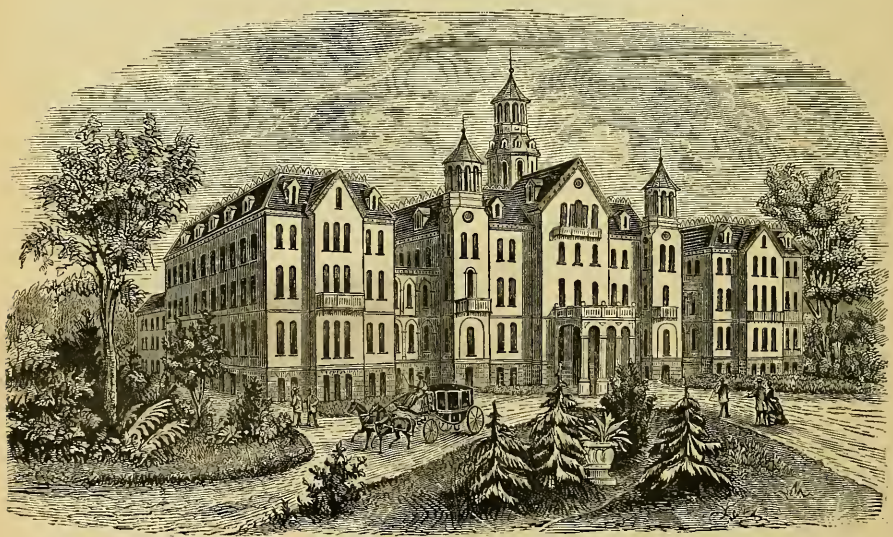

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The Baltimore College of Dental Surgery, the oldest Dental College in the world, was incorporated by an act of the Legislature of the State of Maryland in the year 1839.

Six hundred and sixty-four students have had conferred upon them the degree of "Doctor of Dental Surgery" by this institution since its organization, and its diploma is recognized in all civilized countries as a testimonial of proficiency in the science of Dentistry.

The majority of the eminent practitioners of Dentistry in Europe are graduates of this College, and there are but few Dental Colleges in this country in whose Faculties are not found graduates of the Baltimore College.

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THOMAS S. LATIMER, M. D.
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The regular sessions commence in October of each year, and continue until March.

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F. J. S. GORGAS, M. D., D. D. S.
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259 N. EUTAW STREET, BALTIMORE, MD.

Note.—See pages 76, 77 and 78 for further information in regard to Dentistry.

BALTIMORE EYE AND EAR INSTITUTE,

55 FRANKLIN STREET,

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JULIAN J. CHISOLM, M.D.

PROFESSOR OF EYE AND EAR DISEASES IN THE UNIVERSITY OF MARYLAND,

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One of the largest and finest Residences in the City of Baltimore has been purchased, and fitted up with every convenience as a "HOME" for persons suffering from Eye and Ear Diseases who come to Baltimore for Surgical treatment. The SURGEON IN CHARGE RESIDES IN THE INSTITUTION, so that he can visit his Patients frequently, and at all hours.

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66 N. CHARLES ST. and 77 SARATOGA ST.
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We respectfully announce to the Medical Profession and Public generally, that this Institute, incorporated April 3d, 1869, and now located at No. 66 N. Charles Street, and No. 77 Saratoga Street, has been lately enlarged and improved, and offers increased facilities for the treatment of those suffering from

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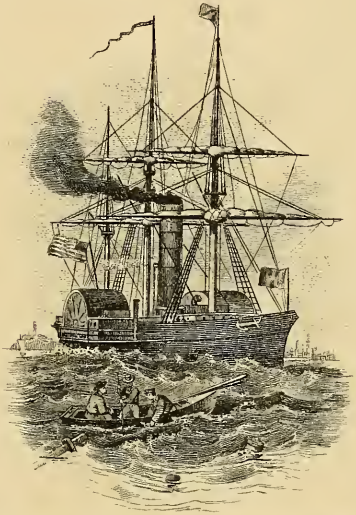

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BALTIMORE.

Oyster, Fruit and Vegetable Packing.

THE Oyster Trade of Baltimore City, in its various branches, constitutes a most important industry, and one which has no rival in the other cities of the United States. The unlimited supply afforded by the Chesapeake Bay and its tributaries, and the superiority and delicate flavor of the Oysters, make it impossible for any other city in the world to compete with Baltimore in this regard. About thirty years ago a single house was established on Federal Hill, for the canning of cooked Oysters; its owner had discovered the secret of sealing the cans, and vainly imagined that it could be confined within his own brain. He wore his life away in his efforts to amass a fortune, and his secret was soon discovered, which, in course of time was to convey to sections that had scarcely heard by name of the delicious bivalves, bountiful supplies as fresh and as pure as those to be found on our tables. At present there are more than one hundred packing establishments engaged in the business, some of which employ as many as six hundred hands; upwards of twenty thousand persons are identified with the trade from first to last, in some form. A failure of the Oyster supply would bring distress to hundreds of households. Our space does not permit a detailed statement of the *modus operandi* of packing. Eight hundred pungies or small schooners and fully three thousand smaller boats are engaged in gathering Oysters. They commence work about the middle of September. The pungies separate the Oysters from the beds by means of dredges, while from the smaller boats tongs or rakes are plied by hand. The Oysters brought to the packing establishments are shucked, and if intended for shipment raw, are washed, and packed in the cans until every particle of air is excluded, and hermetically sealed; or they are first cooked and then packed in the same manner. As an exhibit of the amount of packing done, fifty thousand cans of raw are put up daily by a single house, and thirty thousand cans of cooked Oysters by another. The trade is kept up without intermission until the warm days of spring warn the proprietors that the Oysters will soon be unfit for use. There is then a short intermission; the hands are suffered to take a holiday and the pungies lie idly at the wharves. In a very few weeks fleets of these small vessels line the waters of the bay, and the streams which flow into it. The orchards and market-gardens adjacent to the streams are stripped of their fruits and vegetables, the packing-houses are transformed into huge bee-hives, the operatives go to work with renewed vigor, countless thousands of boxes of these perishable productions of the soil are poured into their insatiable reservoirs, and by a process somewhat similar to that made use of in Oyster packing, are stored away in cans and sent to all sections of the world to be kept pure and fresh until demanded by the ever increasing requirements of modern palates. Pickles, Sauces, Preserves, are all canned in large quantities by the packers and find

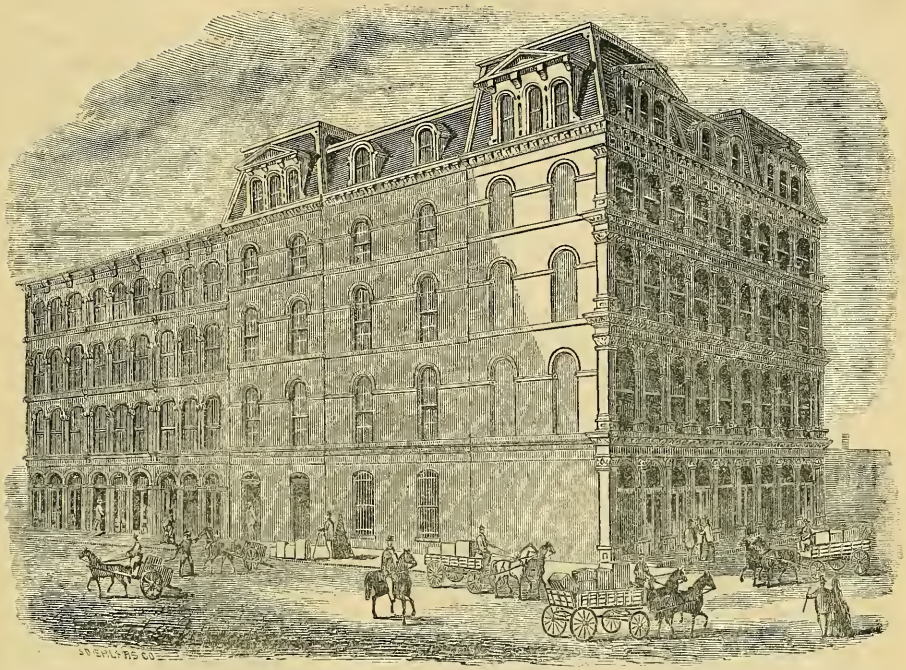
a rapid sale in the market. These canned Oysters, Fruits and Vegetables are sent to all portions of the United States, and are exported to all sections of the civilized world. The Hindoos, the Chinese, the Japanese, and all European markets are largely supplied with canned goods from the packing-houses of the city of Baltimore. An industry so extensive necessarily tends to the development of other branches of trade intimately connected with it; among these is the manufacture of tin-cans.

A few of the packing-houses find it convenient to import their own tin and make their own cans. The machinery for this and the hands employed form no inconsiderable portion of the whole establishment, but by far the larger number rely upon the houses which have been established in the city exclusively for that purpose. The increase in the importation and manufacture of tin has kept pace with the development of the packing trade, and at this writing it is estimated that between twenty and thirty million cans are manufactured yearly for this market.

The trade is increasing and the resources for conducting the packing business are inexhaustible. It is impossible to fix any limits to this branch of the trade of Baltimore in the future. Another business connected with the packing trade deserves notice. The cans of Oysters, Fruits or Vegetables, after they are sealed, are supplied with labels denoting the character of their contents. Great competition has arisen between the firms engaged in the business, and they have sought to secure the most unique and beautiful designs, with which to advertise their wares to the world. Large printing-houses now exist in the city whose sole occupation is the printing of these labels. Much capital has been employed and great pains taken to reduce their designs to perfection. The result is that many of these designs at first glance can scarcely be distinguished from wood engravings. Where so many Oysters are shucked the question will naturally be asked, what becomes of the shells.

Many of the larger packing-houses have extensive lime-kilns, with a capacity of one thousand to twelve hundred bushels each. One firm alone burns twenty thousand bushels into lime every four days, and has made as much as six hundred thousand bushels of pure white lime in a year. Even this immense quantity does not dispose of the accumulations, and in many instances farmers and others are paid to haul away the shells for the construction of roads, or the improvement of the lands adjacent to the city. It will be seen from the above that the packing trade is already of paramount importance in Baltimore, and is rapidly increasing in extent and the number of substantial citizens engaged in it.

The Oyster laws of the State form no inconsiderable portion of the Code, and the efforts of legislators have latterly been directed to the regulation of the manner of taking the Oysters, that the beds may not be permanently injured by this traffic. An Oyster-navy has been established with this view, and efficient officers selected to command it; and during the season the vessels composing this water-police are constantly in motion for the purpose of enforcing the Oyster laws.



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Successors of THOS. KENSETT & CO.

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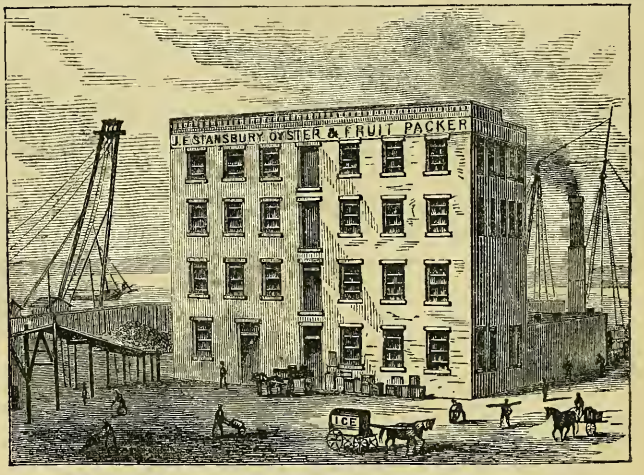

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J. C. MAHONY. ESTABLISHED 1853. H. FLEMING.

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OYSTER AND FRUIT PACKERS,

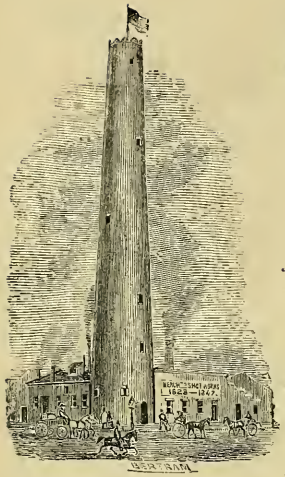
MAHONY'S WHARF, CANTON,

Baltimore.

Shot.

AMONG the most prominent objects in a distant view of Baltimore, towering far above the loftiest building, and, although situated near the water level, rivalling in height the summit of the Washington Monument, is the Merchants' Shot Tower. This immense piece of masonry was erected in 1828, and is said to be the finest specimen of brick work on this continent, and perhaps in the world. It is two hundred and twenty feet high, above the pavement, and has a foundation seventeen feet in depth, resting upon solid rock. This gives the tower the rare and important advantage of being absolutely free from vibration, except during the heaviest gales of wind, when the maximum vibration at the highest floor does not exceed four inches. This absence of vibration is essential to the perfectness of the Shot. The walls were built entirely from within, no outside scaffolding having been used; they are six feet thick at the base of the tower, tapering off to eighteen inches at the top. The circumference at the base is one hundred and twenty-nine feet. The top is reached by a spiral stairway of three hundred and ten steps.

With regard to the manufacture of the Shot, it is sufficient to say that the large sizes of Shot, from B to 3 T inclusive, are dropped from the highest floor, while the smaller numbers are dropped from the middle floor. The company which works this tower claims to make the most perfect Drop Shot in the world, in consequence of the firm foundation and substantial structure of the tower, which secures it against vibratory motion. The sizes of their Shot, moreover, are carefully graded by fixed standards, and are mathematically perfect. The manufacturing capacity of the tower is now 100,000 bags in a season; it can readily be increased to 200,000 every six months, or indeed if necessary to half a million annually.



Merchants' Shot Company,

COR. FRONT AND FAYETTE STS.

Baltimore, Md.

Having all new and the most approved machinery for the manufacture of Drop and Mould Shot and Bar Lead, the quality of our manufactured articles in sizes, style and finish is not excelled in the world. The sizes of Shot we manufacture are

MOULD SHOT, - - No.	16	37	55	1 C	A P	N P	000	00	0	1	2	3
Number to the Pound	16	37	55	212	51	85	85	111	144	170	250	340
				Colt's Army. Navy. Pistol.							Buck Shot.	

DROP SHOT.—TTT TT T BBB BB B 1 2 3 4 5 6 7 8 9 10 11 12 13 14

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Provisions.

THE immediate connection of Baltimore with the West, renders it the chief point for distribution southward, of the great Provision supplies from that important and rapidly growing section of our country. It has long been known as one of the cheapest ports for this purpose on the entire seaboard; but the Provision trade with the States of Georgia and South Carolina was in some measure diminished by the establishment of direct lines of railway to the Mississippi valley. The trade with the Southern Atlantic States has however been largely augmented of late years, both through a disposition to purchase in Baltimore, and because the consumption in those States has greatly increased. In view of this fact, the railways and lines of steamers communicating directly or indirectly with the South, have become much more active than formerly. During 1872 Baltimore distributed 70,000 hhds. of bacon and bulk meats; 20,000 casks of hams; 50,000 tierces of lard; 30,000 bbls. of pork. A large proportion of these articles is sent to the West Indies and points further South; while to Great Britain and Germany great quantities of lard are shipped annually. The aggregate export of lard to Liverpool and Bremen alone, in 1871, was about half the total amount of 4,877,470 lbs. The demand for this article has become so great, that the refining of the cruder grades has risen within a short period into a very important branch of manufacture, of which we treat in the succeeding article.

GEORGE & JENKINS

Dealers in HAMS SIDES SHOULDERS

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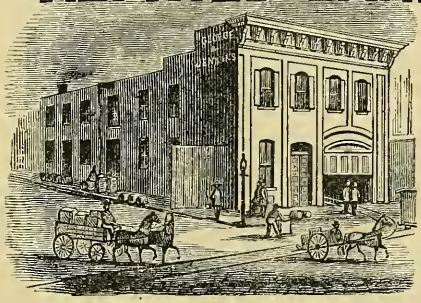

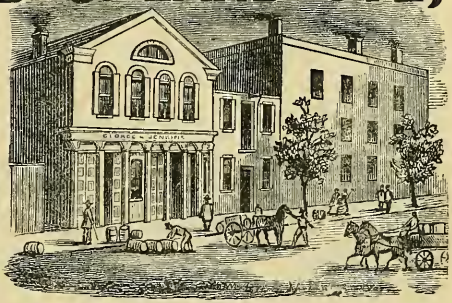

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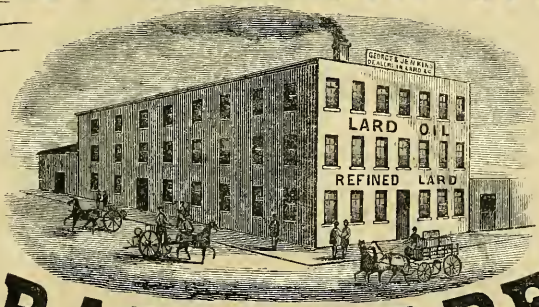

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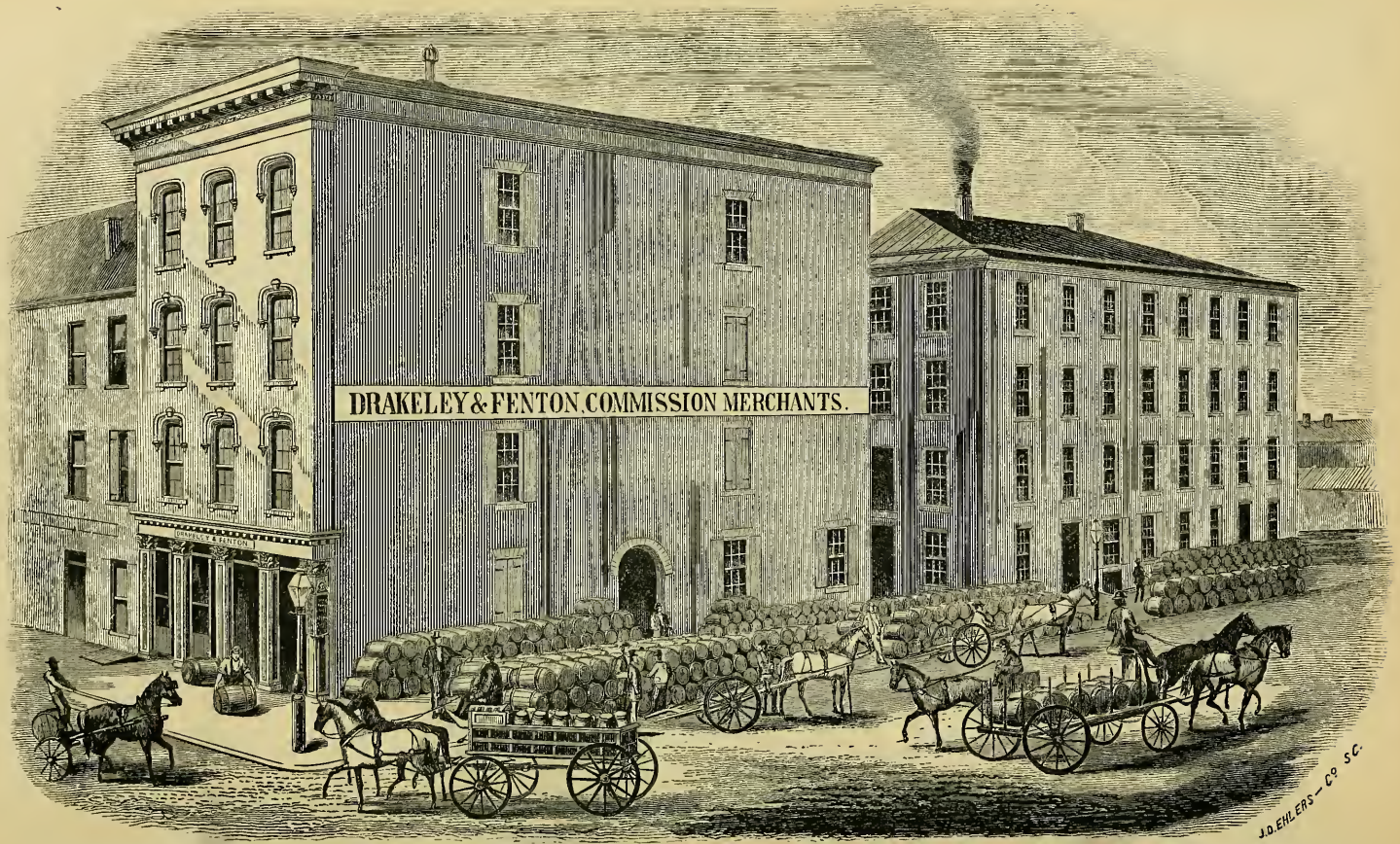

PROVISIONS AND PRODUCE. *(Established 1837)* 387 W. BALTIMORE STREET.

Refined Lard.

WITHIN three or four years past a new branch of the Provision trade has arisen in Baltimore, and, growing with astonishing rapidity, has already become one of the important departments of manufacture and commerce. This is the preparation and exportation of Refined Lard. The crude article, formerly exported as received from Western markets, is now cleansed of impurities, in establishments conducted on a very large scale, and being thus rendered easier to handle, as well as fitter for use, is sent in immense lots to Europe and elsewhere. There are four refineries now engaged in this business, which, only three or four years ago, was almost unknown; and of these four, two are also occupied in the preparation of Lard Oil.

The shipments for the last three years have been as follows:

1870	1,791,360 lbs.
1871	4,876,760 "
1872	12,622,649 "

G. CASSARD & SON,

Pork Packers, Ham Cures,

AND DEALERS IN

PROVISIONS, PRIME LARD AND LARD OIL,

Nos. 407 & 409 West Baltimore Street,

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GEO. CASSARD & CO.

Dealers in Sugar-Cured Hams,

SHOULDERS, SIDES, PORK, LARD,

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NO. 61 SOUTH STREET,

BALTIMORE.

Butter and Cheese.

AS a market for Butter and Cheese, produced in the great pasture lands of the country, Baltimore now fairly rivals New York City. The trade was formerly quite inconsiderable, in the days when each farmer made into Cheese the products of his own dairy; but since the establishment of large factories, the supply now of refined quality and vast quantity, is an important branch of commerce in both of the cities named. The transportation facilities of our own market for these articles are now fully as cheap, as rapid, and as convenient as those of New York, while we are nearer to the large Cheese and Butter consuming Southern country. As a consequence of this point in our favor, so large a proportion of the annual production comes to Baltimore, that occasionally New York merchants have found it to their advantage to purchase in this city; and the daily sales here are now several hundred per centum greater than they were a few years ago. These remarks, though made especially in reference to Cheese, are equally true in regard to Butter, of which the best article is received in very large quantities as cheaply as in New York.

The trade in Butter has increased largely during the year 1872, the receipts for that period being 10,000,000 pounds, and the receipts of Cheese during the same time have aggregated fully as much as during any former year.

D. T. BUZBY & CO.

No. 6 Exchange Place,

CHEESE, BUTTER AND WESTERN PRODUCE,

Arriving Daily, and For Sale AT LOWEST MARKET RATES,

We also offer for sale at Factory prices, as Manufacturers' Wholesale Agents,

T. Kingsford & Son's Oswego Starch.

Procter & Gamble's Oleine Soap and Adamantine Candles,

Emil Mathieu & Son's Clarified Vinegar,

Stickney & Poor's Premium Mustard.

Naphey's Choice Leaf Lard, in 3, 5, 10 and 25 Pound Tin Pails.

BALTIMORE STEAM SUGAR REFINERY,

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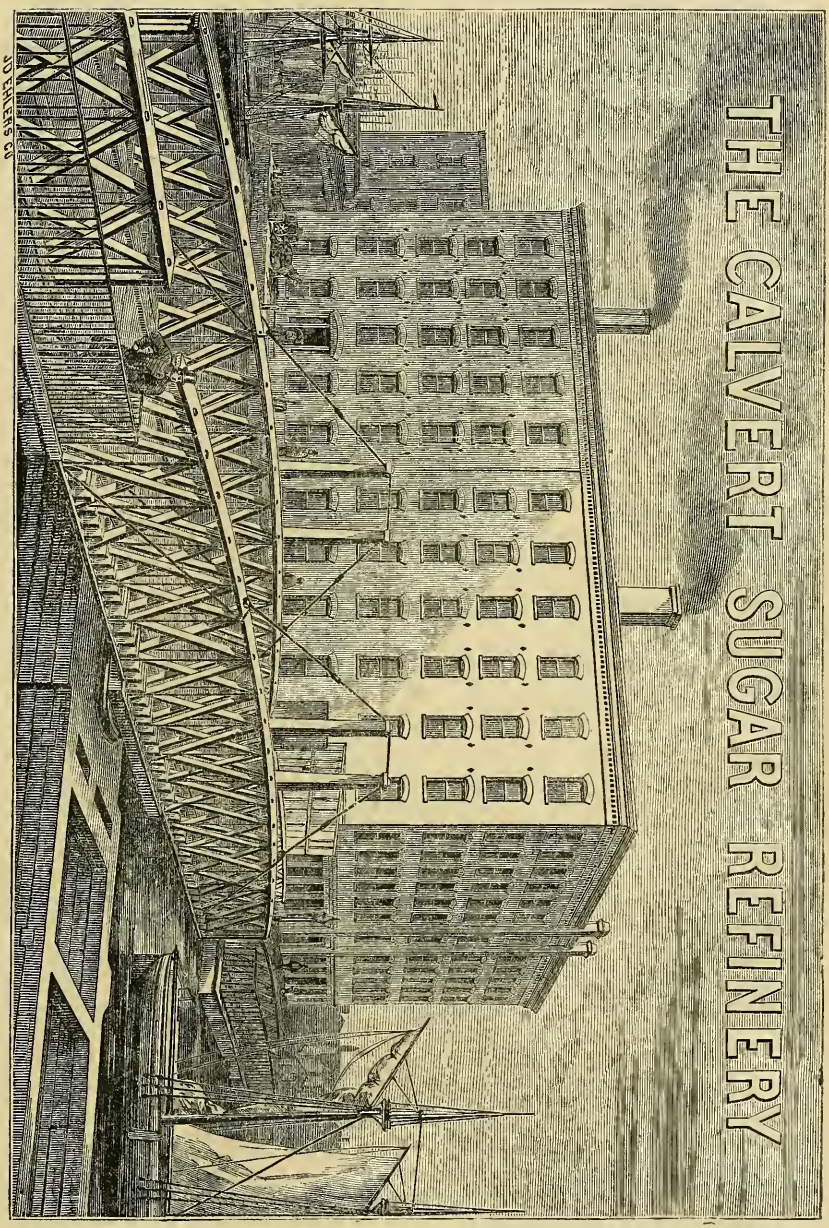
MANUFACTURERS OF ALL GRADES OF REFINED SUGARS AND SYRUPS.



STIRLING, AHRENS & CO., AGENTS, BALTIMORE.

Sugar.

IN the importation of Sugar, as well as of Coffee, the business of Baltimore has increased surprisingly within three years past. In 1870, New York alone could show larger receipts; but in Sugar especially, Boston reported almost an equal amount, and Philadelphia was not far behind. In 1871, the receipts at Baltimore were nearly two-thirds as great as the aggregate of Boston, Philadelphia and New Orleans; and the current year shows thus far a still heavier augmentation of the receipts. At the close of the first six months of 1872, the aggregate of imports for those months, as compared with the corresponding period of the previous year, were as follows:

	HHDS.	BOXES.	BAGS.	TIERCES.	BBLS.
1872, . .	76,024	39,193	33,000	3,170	6,671
1871, . .	69,601	23,895	21,233	1,421	9,597
	Inc. 6,423	Inc. 15,298	Inc. 11,767	Inc. 2,769	Dec. 2,908

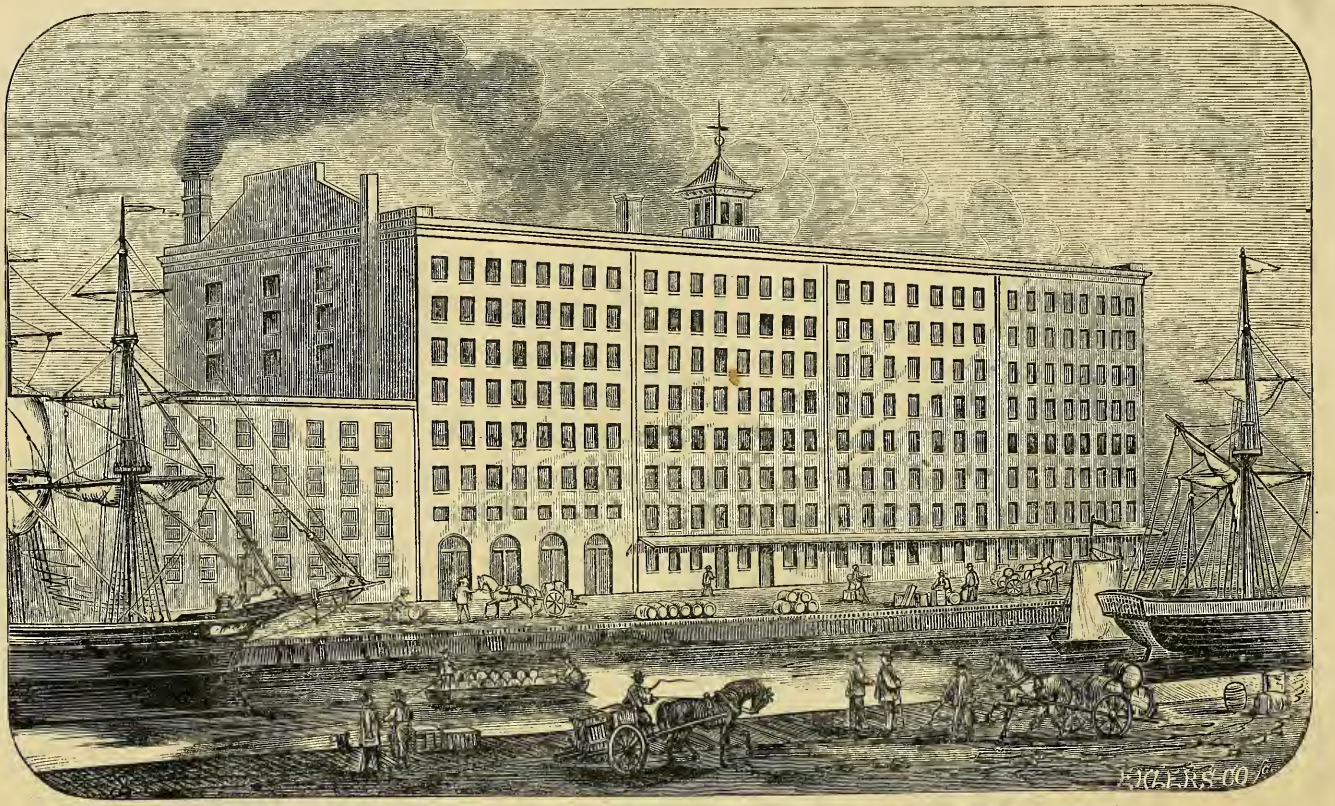
The rapid growth of the trade in the past four years is displayed in the following table of receipts:

1872.....	122,402 hhds.	70,180 boxes,	41,100 bags.
1871.....	122,075 "	53,945 "	44,620 "
1870.....	87,598 "	57,444 "	29,678 "
1869.....	81,461 "	57,761 "	10,930 "

These large cargoes of raw Sugars are of course brought to Baltimore not merely for local consumption; and this introduces another extensive manufacturing interest of our city—the work of the Sugar Refineries. These factories are of great importance, inasmuch as their influence upon the prosperity of the city reaches far beyond the mere employment of a given number of laborers, or the production of a certain value in merchantable wares. By them importation is promoted, and our port is made to assume a high position as the great medium of traffic in one of the principal articles of necessity in the civilized world; while every means of transportation is called into activity by the requirements for distribution of the immense product.

In the Baltimore, Maryland, Calvert and Chesapeake Refineries the aggregate amount of the crude material worked up during the year 1871 was 109,686,000 pounds, from which were produced 91,000,000 pounds refined Sugar, and 1,929,272 gallons Syrup. Two other companies, the Canton and Merchants', which are employed in preparing Sugar from Molasses, boiled in 1871, 23,000

MARYLAND SUGAR REFINING COMPANY.



A. SCHUMACHER & CO., AGENTS, O'DONNELL'S WHARF, BALTIMORE.

hogsheads of Molasses, producing 11,300,000 pounds of yellow Sugar, and 440,000 gallons of Syrup. During that year, the receipts of Molasses, though so largely in excess of the previous years, were inadequate to the needs of the several establishments, and work was suspended much earlier in the season than is usual, in consequence of the deficiency of material. The Canton company, which worked up during the season 8,000 hogsheads, with a capacity of 15,000 hogsheads, was compelled to draw half even of this reduced amount from Northern markets. This deficiency of course suggested the necessity of heavier importations, and the receipts of the current year, as shown above, have been much larger.

Baltimore is undoubtedly destined to become a great market for both crude and refined Sugars and Molasses, and the character of the gentlemen who control the trade should be a sufficient inducement for purchasers to seek our city, when the other inducements offered compare so favorably with other places.

Coffee.

COFFEE is an article of importation in which Baltimore stands second among the ports of the United States; more prominently so, indeed, than in the case of Sugar, as here the receipts are more than twice the aggregate entries at the three other chief ports, of Boston, Philadelphia and New Orleans. The amount recorded for 1871, at Baltimore, was 92,892,904 pounds, principally Brazil, (or Rio,) while the receipts at Philadelphia, 5,792,915, at Boston, 6,398,256, and at New Orleans, 33,072,914, make a total of 45,264,085 pounds—less than half that of Baltimore, notwithstanding the great importance of New Orleans as the port of distribution to the valley of the lower Mississippi. The large supply given above is yet below the real amount, as large cargoes are shipped westward under bond without showing to the credit of Baltimore on the books of the Custom-House.

The following average of monthly sales during five years will give an idea of the rapid progress of the trade:

(160 lbs. to the bag.)

For 1867	20,810 bags,	or	3,329,600 lbs.
" 1868	20,919 "	"	3,347,040 "
" 1869	29,534 "	"	4,724,440 "
" 1870	42,213 "	"	6,754,080 "
" 1871	45,900 "	"	7,344,000 "
" 1872	32,922 "	"	5,267,520 "

The crop of 1872 was short; Baltimore importing its full share.

Baltimore, indeed, has become a port of entry in coffee, even for New York merchants, in consequence of the facilities offered for economical handling, and for cheap and speedy transportation to various points in the West.

BARKLEY & HASSON,

No. 50 South Charles Street, Baltimore,

MANUFACTURERS,

Mustards, Ground Spices,

CREAM TARTAR, MONUMENTAL YEAST POWDER,

The "Enterprise" Roasted Coffee,

Packed in 1 lb Papers.

DEALERS IN

Coffees, Teas, Spices, Starches,

Soaps, Sodas, Ess. Coffee, Canned Fruits,

Grocers' Drugs, Candles, Lye, Extracts,

Shoe Blacking, &c.

ESTABLISHED 1835.

G. H. REESE & BROTHERS,

Wholesale Grocers

207 & 209

W. Pratt Street,

BALTIMORE.

Charles Reese. **Percy M. Reese.**

CHARLES REESE & SON,

IMPORTERS OF AND DEALERS IN

Wines, Fruits and Fine Groceries,

COR. EUTAW, MADISON & GARDEN STS.

BALTIMORE,

Have at all times a complete assortment of Choice Family Groceries,

AT LOWEST CASH PRICES.

SEND FOR LIST OF PRICES---FREE.

Salt.

THE three great markets for Salt in this country are New Orleans, New York and Baltimore. We name them in point of prominence. The article itself is such an absolute necessity that the wonder has often been expressed from where does it all come. Liverpool, Turk's Island and some of the local wells, situated principally in the States of New York, Michigan, Ohio and West Virginia, furnish the bulk of the article consumed in this country. There have been brought from the West Indies to this port during the past year about 150,000 more bushels of Salt than at any similar period of our history. The importation from Liverpool has somewhat slackened during the same time, owing to the strikes at Liverpool, and high prices and scarcity only; but the figures made up by one of the largest Salt dealers in America, very clearly indicate that Baltimore is to become the greatest market on the Atlantic seaboard for the importation and sale of that commodity. The fact that gentlemen of undoubted probity and substantial resources have control of the Salt market in Baltimore, should be an inducement to all buyers in the South and West to come to this city for their supplies. The facilities for importation are unequalled and the prices correspondingly low. The rates of freight and railroad transportation are not surpassed in this country for cheapness, dispatch and security to the buyer.

W. WILSON, Jr. F. BURNS, Jr. F. H. BURNS.

30 S. HOWARD STREET.

STEWART & CO.

WHOLESALE GROCERS,

AND

COMMISSION MERCHANTS

No. 13 N. HOWARD STREET,

BALTIMORE.

Teas.

THE Tea trade of Baltimore is a large and growing interest. Prior to the establishment of the Pacific Mail Steamship Company, Teas were brought direct from the East to New York. This Line to some extent changed the direction of Eastern goods; but the completion of the Central Pacific Railroad, and the low rates for freight established by that corporation, have effected a complete revolution in the Tea trade. Tea is now brought by water to the Pacific coast, and shipped overland to the Eastern Cities of America.

The geographical position of our City, and the energy of her Merchants, have secured for her much of the trade, which was formerly monopolized by New York. At least, one of the largest Houses in Baltimore has a member of the firm in the East, as special agent for the selection and purchase of Teas; and all those engaged in the business are very careful of the character of the goods offered to the market. Large quantities of Tea are shipped from Baltimore to the South, and South-West; and from present indications our City at no distant day will compare favorably with her sister Cities on the Atlantic coast, in this very extensive branch of commerce.

Martin Gillet,
Established 1815.

Martin Gillet & Co.
Established 1832.

MARTIN GILLET & CO.

70 EXCHANGE PLACE, BALTIMORE,

Importers of China and Japan Teas,

Also, JAPAN FANS.

Office in New York, 95 Front Street.

GEO. SANDERS & SONS,

IMPORTERS AND JOBBERS OF

TEAS,

65 EXCHANGE PLACE,

BALTIMORE.

Rice.

THE Rice Market of Baltimore, without very great variation in the total amount of its business, has changed considerably in its character during the years of which we take especial note in this sketch. Domestic crops are now consumed wholly within the United States, and fall considerably below the needs of the country; and in consequence of this, and the cheap rates of through shipment, much of the business in home-grown Rice is done in Charleston and New Orleans. On the other hand, and in consequence of this insufficiency, the receipts of foreign Rice have greatly increased, and the report of the current year shows an aggregate at least fifty per cent in excess of last or any previous year—say 25,000 bags as compared with 15,000 for the entire receipts of 1871. In exact figures, there were received last year 25,618 bags, in 1871, 15,873 bags, and in 1870, 8,980 bags. The report of domestic Rice, for the same years, shows also a slight excess in favor of 1871, over 1870, notwithstanding the short crops in the South.

Of the foreign cargoes received, fully three-fourths are sold for home consumption, but the sales for exportation to the West Indies and elsewhere abroad, are steadily increasing. Among the kinds of Rice brought from the East Indies, that called Patna Rice, said to be produced from American seed, and which has a fine, bright, slender grain, is a favorite article. Rangoon Rice is received in large quantities for shipment to the West Indies, and when of very good quality, often goes largely into consumption in the United States.

J. D. EHLERS & CO.

Engravers on Wood and Book and Job Printers

87 SECOND STREET, BALTIMORE.

Spices.

FEW articles are more generally used than manufactured Spices. They appear upon the table of every household in the city, and enter into the preparation of nearly all the dishes that are served for human consumption, and yet but few are aware of the extent of their manufacture, or the vast amount consumed. In Baltimore there are five extensive establishments engaged in their production, besides a number of smaller houses, which do a flourishing business. Pepper, Ginger, Cloves, Nutmegs, Mace, Cassia, Cayenne, &c., &c., are manufactured in immense quantities, and of a character certainly equal to the productions of the factories in any other sections of the country. The very best materials are used by the manufacturers, and our market in this regard is entirely independent of all others. Jobbers complete their stocks from the home factories, and their experience is decidedly favorable to a continuance of this system. Large capital is invested in the business, and the gentlemen engaged in it are among our most reliable and sterling merchants. This fact gives confidence that in a trade where probity and fair dealing are absolutely essential, dealers can purchase with the utmost security. The manufacture of Spices in Baltimore has already assumed large proportions, and the demand increasing every day, will doubtless lead to an indefinite expansion of the trade in the future. The manufactured goods are sent from this city in immense quantities to the South, West and North-West, and to the neighboring States.

Fish.

AMONG the many advantages offered by the location of the City of Baltimore, are the products of the Chesapeake Bay, whose waters teem with Fish suited to the table of the most fastidious epicure, as well as adapted to the requirements of trade. In almost every season the markets are supplied with its offerings, and the Bay Mackerel, Potomac and Susquehanna Shad, Sheepshead, Drum, Taylor, Rock, white and yellow Perch, and other numerous varieties are supplied in greater quantities and more decided excellence than can be found in any port of this or any other country. In addition to these, large quantities of Shad and Herring are yearly caught at the fisheries on the shores of the bay and its tributaries, which find their way to this mart, and form an important article of trade and commerce. Owing to the geographical position of Baltimore it is also a centre for the distribution over its various railroads of the Fish from the British Provinces and the New England States, and the Carolinas; the Western country being almost entirely supplied from this Port with these commodities.

GEO. M. LAMB. EDW. L. KEMP.

LAMB & KEMP,

Successors to GIST & WELLS,

ESTABLISHED - - - - - - - - 1852.

Commission Merchants,

Nos. 126 & 128 S. EUTAW STREET,

Opposite Balto. and Ohio R. R. Depot, BALTIMORE.

Soap and Candles.

THE manufacture of Soap and Candles has been carried on in Baltimore for many years past, and there are now in the City five large factories, with quite a number of smaller establishments. At two of the larger Houses, Candles are manufactured on a considerable scale. Large shipments are made to the West Indies, and also to other foreign regions, especially Cape of Good Hope. Notwithstanding the influences exerted against this trade by the general use of coal oil in various forms, and the extensive introduction of gas, the exportation from Baltimore has been at least quadrupled during the past twenty years.

JAS. ARMSTRONG & CO.

MANUFACTURERS OF

ALL KINDS OF SOAPS

AND

Hard Pressed Tallow Candles,

CONCORD ST.

CHAS. WEBB.
THOS. ARMSTRONG. BALTIMORE.

SMITH & CURLETT,

MANUFACTURERS OF

SOAPS,

ADAMANTINE AND TALLOW CANDLES,

Corner of Holliday and Pleasant Streets,

BALTIMORE.

James Beatty. George R. Skillman.

JAMES BEATTY & CO.

STEAM

Cracker, Cake and Ship Biscuit

BAKERS,

Nos. 92, 94 and 96 Dugan's Wharf,

NEAR PRATT STREET, BALTIMORE.

Matches.

THE manufacture of Matches was commenced in this City in 1865, under favorable auspices. Experienced and skillful workmen were employed; and the interest has steadily increased in importance. At present upwards of one hundred hands are employed, and from two hundred and fifty to three hundred gross are daily manufactured. Both Sulphur and Parlor Matches are made which compare favorably in quality, with those manufactured elsewhere in the country. Baltimore is the only city south of Wilmington, Delaware, where these very necessary articles are manufactured; and hence the demand is very great. Besides supplying the home market, large quantities are sent to the South, at rates certainly as favorable as are offered in any other localities. The superiority of Baltimore Matches has created for them a popularity in some localities, which has materially enlarged the business. This branch of industry is growing in importance, and the fact that all the materials necessary in the manufacture can be purchased here, makes it specially remunerative.

MARYLAND
CRESCITE ET MULTIPLICAMINI
MATCH COMPANY

WEEDON, ARMISTEAD & CO.

MANUFACTURERS OF

Sulphur and Parlor Matches

13 CHEAPSIDE,

BALTIMORE.

Imported Wines and Liquors.

IN addition to the Whiskey trade of our city, quite a large business is done in Imported Wines and Liquors. Before the civil war, in this country, large quantities of Brandies and superior Wines were imported into this market. But the excessive duties afterwards imposed, caused a falling off in the consumption. The establishment of the Bremen and Allan Lines of Steamers, together with partial reduction in duties, have very materially revived this branch of our commerce; and to-day Baltimore can compare favorably with other cities both in the stock offered to buyers, and the character of the gentlemen engaged in the business. The fashions have somewhat changed in this branch of industry of late years. The introduction of Lager-Beer and the cheapness of Whiskey as compared with foreign Brandies, &c., and the finer classes of Wines, have altered to a very considerable extent the public taste, and at present large quantities of the cheaper French and German Wines, together with heavy invoices of "Brown Stout," India Ales, and fermented Liquors are brought to this Port. Gin, too, is imported in considerable quantities; and the wholesale dealers in this City have always on hand choice selections of the finest Foreign Wines and Liquors, and offer inducements to customers certainly not inferior to those extended by other cities.

LAURENCE THOMSEN & CO.

IMPORTERS

OF

Foreign Brandies and Wines,

AND DEALERS IN

FINE OLD RYE WHISKIES,

No. 114 WEST LOMBARD STREET,

NEAR CHARLES STREET, BALTIMORE.

CHAS. H. MYERS & BRO.

IMPORTERS OF

Brandies, Wines, Gins,

RUM, SCOTCH ALE, BROWN STOUT,

SALAD OIL, CASTILE SOAP, &C.

CONSTANTLY ON HAND

CHOICE OLD RYE & BOURBON WHISKEY,

No. 72 EXCHANGE PLACE, - - BALTIMORE.

GEO. P. THOMAS & CO.

DEALERS IN

Foreign and Domestic

LIQUORS,

No. 385 W. Baltimore Street, Baltimore.

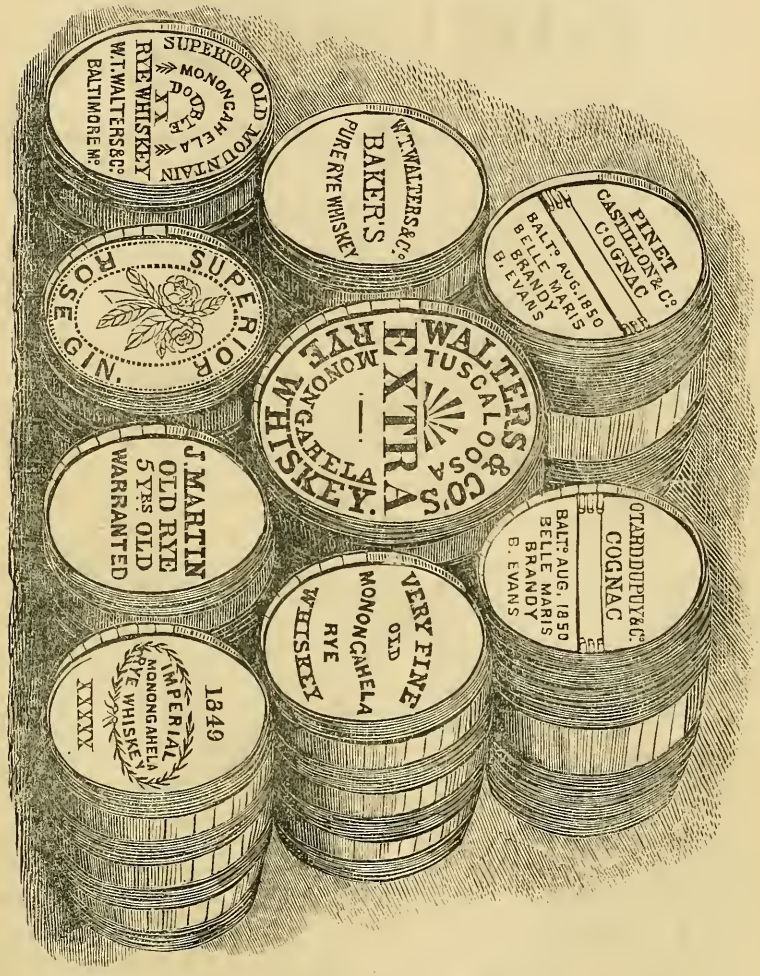
Whiskey.

FOR many years, Baltimore has borne a reputation deservedly high for the manufacture of fine Rye Whiskies, and at this writing controls the markets of the United States in these grades. The manufacture of Whiskies of all kinds and qualities is extensively carried on in and around the city; and the sales foot up an aggregate in barrels, which mark it as one of our most important industries. Five Houses are at present engaged in its production, with a capacity in the aggregate of 4,500 bushels of grain, or from 450 to 500 barrels of the raw material daily. Fully two hundred Houses, large and small, are engaged in the Liquor trade. Six of the larger sell 50,000 barrels annually, while the business transacted by the others, placing it at 50,000 barrrels, a moderate estimate, will bring the sum total of sales, to 100,000 barrels annually. The capital invested in the Whiskey business in this city is about $3,000,000, while the receipts from sales, allowing an average price of $1.50 per gallon, would aggregate $6,000,000. Of course the large amount of Whiskey manufactured and sold here is not all intended for home consumption. To the extreme South, heavy shipments of the very best grades of Rye Whiskey are made; while with the neighboring States, the trade consists principally of inferior grades. Massachusetts, New York and northern Pennsylvania, also consume large quantities manufactured here. In the West, where the people have heretofore used exclusively the Bourbon or Corn Whiskey, manufactured in the vicinity of Louisville and Cincinnati, a taste is developing for the better grades of Baltimore "Old Rye." The increase since the war in the manufacture and sale of Whiskey in this city has been very decided, and the evidences furnished by the transactions of the last two years, lead to the conclusion that its expansion will be more rapid in the future.

W. T. WALTERS & CO.

68 EXCHANGE PLACE,

BALTIMORE.


SUPERIOR OLD MONONGAHELA RYE WHISKEY
W.T. WALTERS & Co. BALTIMORE
W.T. WALTERS & Co's BAKER'S PURE RYE WHISKEY
PINET CASTILLON & Co. COGNAC
BALT. AUG. 1850 BELLE MARIS BRANDY B. EVANS
SUPERIOR ROSE GIN.
WALTERS & Co's TUSCALOOSA EXTRA MONONGAHELA RYE WHISKEY
J. MARTIN OLD RYE 5 YRS OLD WARRANTED
OTARD DUPUY & C. COGNAC
BALT. AUG. 1850 BELLE MARIS BRANDY B. EVANS
VERY FINE OLD MONONGAHELA RYE WHISKEY
IMPERIAL MONONGAHELA RYE WHISKEY
1849
XXXX

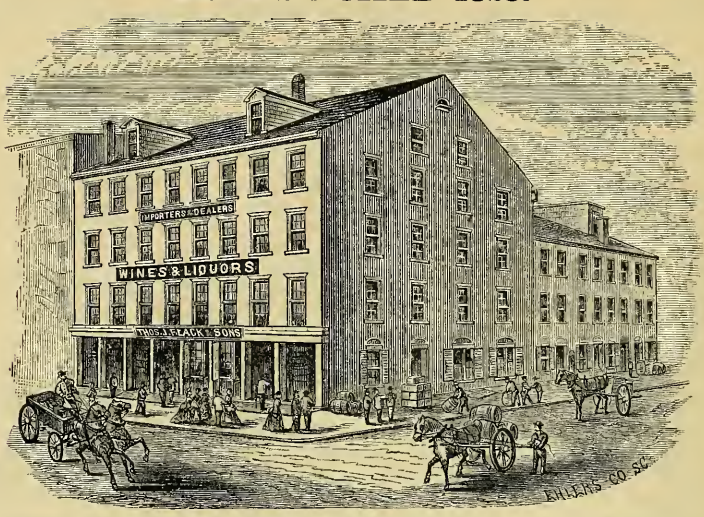
WHOLESALE DEALERS IN

LIQUORS.

SOLE PROPRIETORS OF THE CELEBRATED

BAKER'S PURE RYE WHISKEY.

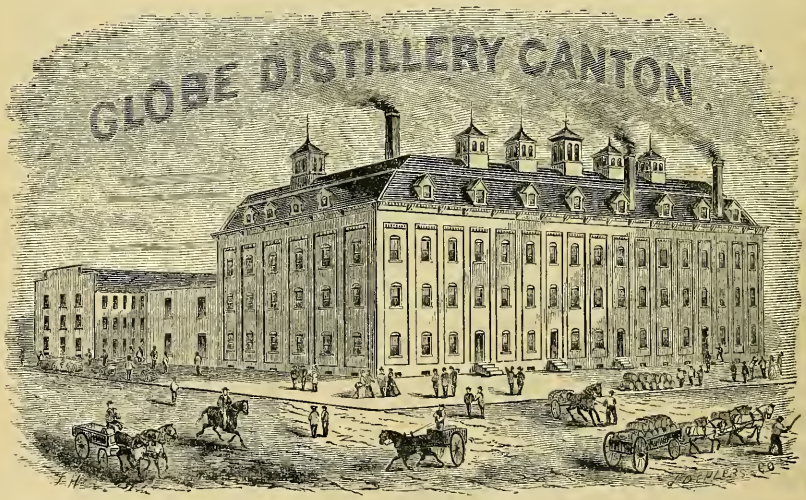
ESTABLISHED 1825.



THOS. J. FLACK & SONS,

WINES AND LIQUORS,

52 SOUTH STREET, BALTIMORE.



FLACK BROTHERS,

Distillers of Rye and Bourbon Whiskies, Rum, Gin and Brandy,

OFFICE, 52 SOUTH STREET, BALTIMORE, MD.

Distillery, bounded by Clinton and First Streets and Fifth and Sixth Avenues.

Grain.

BALTIMORE, the commercial centre of a large and wonderfully rich agricultural region, has long been one of the leading Grain markets of this country. The soil and climate of the sections naturally tributary to our city, are peculiarly adapted to the growth of cereals. Prior to the development of the gigantic West, and the introduction and extension of railroads, a short or full crop of Grain on the "Chesapeake" established the value of Breadstuffs along the entire Atlantic coast. The portions of our country which more immediately feed the Baltimore market, comprise the State of Maryland, a large part of Virginia, with sections of Delaware, Pennsylvania, and North Carolina.

Those divisions which lie more directly on the Chesapeake, produce the very finest varieties of Wheat; unsurpassed, and probably not equalled in quality by that grown in any other part of the world; being of a bright color, thin skin, plump berry, and rich in gluten. The Baltimore milling demand for this high grade Wheat, absorbs nearly the whole crop at high prices; leaving but little or none for export, or for neighboring markets. The Corn produced in this favored section, is also of superior quality. "Baltimore White Corn" is well-known, and sought after by the trade of the Atlantic States and Great Britain whenever a high grade article for human food is wanted. The waters of the Chesapeake furnish a rapid and cheap mode of transportation to farmers, in vessels whose tonnage is from two to five thousand bushels. The cargoes are taken immediately from their farms, at a cost of five to seven cents per bushel, and reach market in one to five days.

With the radical change in the labor system, and the sub-division of farms, this rich section of country is destined to rapid development, and great increase of crops. It offers to capable and industrious farmers with moderate means, the finest opportunity for location and settlement, that can now be presented.

The completion of the Baltimore and Ohio Railroad, and the extension of its Western connections, together with the facilities granted by its great competitor, the Pennsylvania Company, have caused a large increase in the Grain trade of Baltimore during the past few years. With a wise policy, and proper facilities extended by the management of these Roads, we hope soon to recover our former paramount importance; or at least to become a close competitor with the present leading market on the coast.

An extensive Grain Elevator established by the Baltimore and Ohio Railroad Company, facilitating the handling of Western Grain, has greatly increased the receipts of Corn; so that Baltimore has already become a considerable exporting Corn Port. The success attending this enterprise has

led to the projection of several others of a similar character. The Baltimore and Ohio Railroad Company we learn will immediately build additional Elevators, and the Pennsylvania Company having obtained desirable property on deep water, at Canton, will soon erect another; thus enabling our Merchants eager for the trade, to handle our portion of the ever increasing surplus of the West.

The extension of the Baltimore and Ohio Railroad to Chicago, must add largely to the receipts of our Port, and enable Northwestern Wheat to reach foreign markets through Baltimore, at cheaper rates, and in better condition than by any other route.

The rigid inspection of Grain established by the Corn and Flour Exchange, together with the great care exercised by shippers, have already given to cargoes shipped from Baltimore, a very high reputation abroad; thereby maintaining the boasted supremacy of our market for quality. Since the establishment of the Baltimore and Ohio Elevator, the receipts of Corn have largely increased. For the first six months of 1872, 5,908,000 bushels were received, against 2,398,000 for the same period of the previous year; and 5,735,000 bushels for the entire year 1871. The extensive improvements and additions to our Railroad facilities, and other causes, will in the near future magnify our Grain trade to such proportions, as the most sanguine amongst us can now scarcely appreciate.

We append a table showing the comparative receipts of Grain at this market for four years:

	1872.	1871.	1870.	1869.
Wheat	2,456,100	4,076,017	3,039,357	3,249,995
Corn	9,045,465	5,735,921	3,831,676	3,923,563
Oats	1,959,161	1,833,409	1,243,720	1,171,424
Rye	90,938	88,956	77,778	177,246
Peas	10,000	10,000	10,000	10,000
Beans	35,000	30,000	30,000	30,000
Total	13,596,664	11,774,303	8,232,531	8,562,228

JOHN GILL & CO.

Commission and Shipping Merchants,

BALTIMORE.

Liberal advances made on consignments of Cotton, Grain, and other Produce, to our care.

U. S. BONDED STORES
AND
FREE WAREHOUSES.

The Baltimore Warehouse Company,

Chartered by the State of Maryland, January, 1867, with an authorized capital of One Million Dollars, are prepared to

STORE MERCHANDIZE, BONDED OR FREE,

On which they will make liberal advances, if required.

OFFICE—No. 2 RIALTO BUILDINGS, SECOND STREET.

DIRECTORS.

JOHNS HOPKINS,
THOMAS KENSET,
HENRY JAMES,
W. E. HOOPER,
S. M. SHOEMAKER,
JAMES A. GARY,
JAMES S. WHEDBEE.

JAMES H. BARNEY, President.

C. A. FOOTE, Secretary.

Monumental Cotton Press and Warehouse,

STORAGE CAPACITY, 5,000 BALES,

INSURANCE MINIMUM,

WITH TWO WATER FRONTS,

ADJOINING CHARLESTON S. S. WHARF, UNION DOCK.

E. G. UHTHOFF, Proprietor.
J. M. UHTHOFF, Agent.

Maryland Institution for the Instruction of the Blind,

NORTH AVENUE, BALTIMORE.

DIRECTORS AND OFFICERS OF THE INSTITUTION.

DIRECTORS.

J. HOWARD MCHENRY,
DR. WM. FISHER,
B. F. NEWCOMER,
GEORGE N. EATON,
W. W. GLENN,
JACOB TRUST,
F. T. KING,
CHARLES J. BAKER,
CHARLES E. WETHERED,
JOHN T. MORRIS,
E. WYATT BLANCHARD,
JACOB TOME,
GEORGE S. BROWN,
JOHN GLENN,
GEORGE M. ROGERS,
WM. A. FISHER,
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President,
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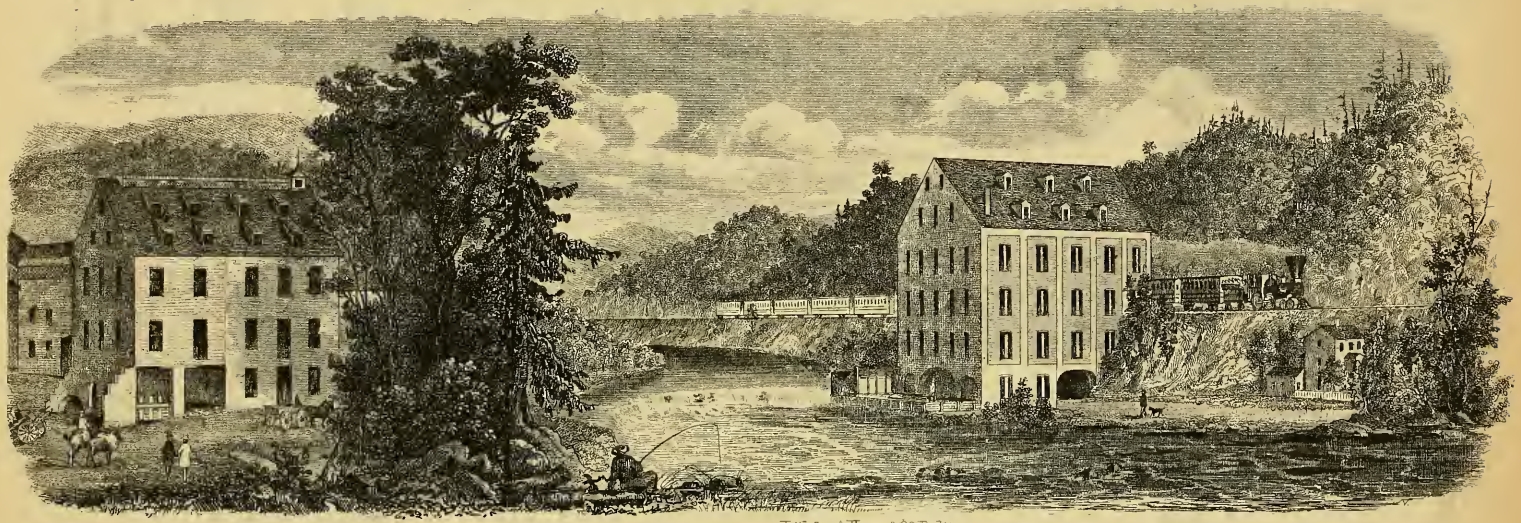
Secretary,
JOHN T. MORRIS.

Treasurer,
B. F. NEWCOMER.

Superintendent,
F. D. MORRISON.

Physician,
JAMES A. STEUART.

Oculist,
RUSSELL MURDOCH, M. D.



Lith by A Hoen & Co Balte

Patapsco Flouring Mills,

CHARLES A. GAMBRILL & CO., Proprietors,

R. G. MACGILL.
P. H. MACGILL.
A. GAMBRILL.

BALTIMORE

ISRAEL M. PARR. HENRY A. PARR.

I. M. PARR & SON,

Commission Merchants,

BALTIMORE.

Flour.

A REVIEW of the Flour and Meal trade naturally follows that of Grain. The requirements of merchants engaged in the Breadstuffs trade, led to the establishment of the Corn and Flour Exchange, where this business is exclusively transacted.

The high character and position of the merchants engaged in this trade in Baltimore, is proverbial, and excelled nowhere in America. Baltimore situated in the centre of a great Wheat growing country, has always maintained the first-class reputation as a Flour market. The Grain is obtained principally from Pennsylvania, Virginia, Maryland, and the West. The manufacturing capacity of our city is extensive. Large and substantial Mills, with all modern improvements, are located upon powerful streams within and contiguous to the city; and several large Steam Mills of great power are favorably located. The great drought of the past few years, the consequent diminution of water, and its interference with milling operations, have caused some proprietors of Mills to add to their water-power, steam engines to supply the constantly increasing demands. The Flour manufactured in Baltimore, from the high grade and fancy Maryland and Virginia Wheat, is of well-known superior quality, and wherever introduced maintains this reputation. The highest grade for family use, such as the famous "Patapsco" brand and others well-known, are unsurpassed, if ever equalled in the world, and have become the standard in markets, for the best grades.

A very high grade of "Strong Flour," a quality well-known to the trade and to bakers, is also manufactured with great care in this city for shipment to Brazil and other South American ports. This Flour is capable of standing long voyages to the tropics. Its quality is due to the peculiarity of the

Wheat grown in this section, in addition to judicious selection and careful attention bestowed on its milling. The proprietors of the celebrated "Rio" brands, such as the "Mount Vernon" and others, are very jealous and deservedly proud of their reputation, which is equal to that of any Flour ground and shipped from the States. The Country and Western Flour received here for sale is generally of high or good grade, and is exported to Europe and the West Indies, or goes into domestic consumption. Inferior or very low grades are not received in any quantities, as they are not suitable to the market; and merchants will not take them to the profit of the shippers.

After continued effort by the trade, the compulsory State inspection laws with regard to Flour, were abolished by the Legislature, and expired on the first day of May, 1872. These laws were always an incubus upon trade, and resulted in giving us incompetent inspectors, (whose sole recommendation was party fidelity,) to examine and report the quality of goods submitted to them. We have done with them. The only inspection of Flour now with us is voluntary. The merits of the article itself, the judgment of the buyer, and above all, the character and reputation of the miller or seller, are the safeguards against imposition and fraud, and these are sufficient without the dictum of an ignoramus to "brand" the goods according to his bad judgment, prejudice or partiality.

Our market has been singularly free from any of the disreputable practices said to prevail elsewhere. In fact the trade "wont stand it." *We* look to reputation as a guarantee of the goods.

With the opening and extension of the various arteries of trade, we confidently look forward to a rapid development of the Flour Trade of this Port, together with an increase of receipts of Western Wheat, and a large addition to our milling capacity.

The following table will show the receipts of Flour at this market for the last four years:

1872	1,175,967	bbls.
1871	1,123,028	"
1870	1,117,314	"
1869	1,051,251	"

In addition to the trade of Flour, large quantities of White Corn are ground in and around the city for domestic consumption, and for the contiguous country. Yellow Corn, kiln-dried, ground and packed in barrels for shipment to the West Indies, and British Provinces, is an important article of manufacture and commerce. Hominy, prepared from a peculiar variety of Maryland white Corn of superior quality, is manufactured on a large scale, and meets with a great domestic and export demand.

The Baltimore Corn and Flour Exchange,

SOUTH ST., WOOD ST. and BOWLY'S WHARF,

MAIN ENTRANCE ON SOUTH STREET.

S. SPRIGG BELT, - - - - - - - - - - - - - - - - - *President.*
J. M. GIRVIN and GEO. F. ANDERSON, - - - - - *Vice Presidents.*
R. M. WYLIE, - - - *Treasurer.* | *WM. F. WHEATLEY,* - *Secretary*

EXECUTIVE COMMITTEE:

H. F. TURNER, JOHN GILL, A. W. GOLDSBOROUGH.

BOARD OF DIRECTORS FOR 1873.

JAS. E. TYSON,	HERMAN WILLIAMS,	ALLEN DORSEY,	THOS. I. DAIL,
FRANK HERSCH,	EDWIN HEWES,	HARRY MCCOY,	GEO. P. WILLIAR,
J. M. GIRVIN,	GEO. F. ANDERSON,	R. M. WYLIE,	H. F. TURNER.
JOHN GILL,	A.W.GOLDSBOROUGH,	S. SPRIGG BELT,	

The Corn and Flour Exchange, of Baltimore, was established in 1853, for the promotion of the general business of the city, but more particularly for the facilitation of trade in Breadstuffs, and the convenience of parties engaged therein. Since its establishment, having grown in the confidence and esteem of the community, it has of necessity attracted many associate interests, and has thus become the leading and most influential commercial organization in the city. Its usefulness and influence are being constantly extended. Inaugurated in 1853, incorporated under general laws in 1855, its charter amended several times, as the wants and experience of the trade demanded, it finally received from the State in 1870, an ample charter, giving the Directors more complete control, with power to establish and maintain the highest tone of commercial morality.

The Exchange is governed by a Board of fifteen Directors, elected annually. The President, Vice Presidents and Treasurer are elected by and from the Board.

Qualification for membership requires the applicant to be a citizen of the State, engaged in business in Baltimore, and election by the Executive Committee.

The charge for Membership is $50 initiation fee, and $20 yearly subscription. Firms cannot become members as such. Each and every individual doing business on the floor, must become a member. Clerks are admitted, to transact business only for their employers paying the yearly subscription.

Strangers are admitted by card, upon the introduction of a member.

The main Hall in the Exchange Building is furnished with tables for the exposition of samples, the yearly rental of which is one, two and three dollars, according to size. The occupancy of these tables for the grain is sold at public auction; premiums for the choice ranging from $25 to $150. Much excitement prevails at these Annual Sales.

The roll of membership for the year 1872 contained 464 names.

GEORGE F. WEBB, FLOUR, GRAIN AND GENERAL COMMISSION MERCHANT, 130 NORTH ST., BALTIMORE.

Liberal Advances made on Consignments. *Adjoining the Northern Central Railroad Depot.*

WM. E. WOODYEAR. GEO. R. VICKERS, JR.

WM. E. WOODYEAR & CO.

Merchant Millers,

"Mount Vernon" Extra Flour,

High Grade, suitable for Shipment to the Tropics,

CABLE STREET, BALTIMORE.

ISAAC M. DENSON. JOHN D. QUINCY.

DENSON & QUINCY,

Commission Merchants,

AND

GENERAL DEALERS,

No. 61 South Gay St.

BALTIMORE.

ALSO AGENTS

ORIENTAL POWDER MILLS.

ALBERT L. WEBB. B. DEFORD WEBB.

A. L. WEBB & SON,

General Commission Merchants,

SOLE AGENTS FOR THE SALE OF

DUPONT'S POWDER AND SAFETY FUSE,

COR. PRATT AND COMMERCE STREETS,

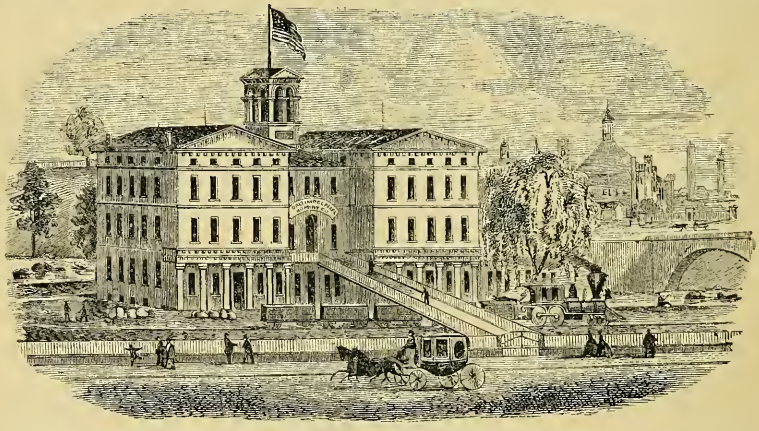
BALTIMORE.

Receive on Consignment all Kinds of Western Produce, and make Advances thereon.

Pearl Hominy.

AMONG the novel and interesting business features of Baltimore, may be mentioned a large Mill for the preparation of Pearl Hominy. But recently established, it has rapidly extended its capacity until at present 2,500 bushels of Corn are daily consumed in its operations. Kiln-Dried Pearl Hominy, Grits, Pearl Maizene, Corn Flour, &c., &c., are prepared in immense quantities. Corn Flour, a new article when mixed with bread made of Wheat Flour, gives to it additional whiteness, and causes it to retain its freshness much longer than that made exclusively of Wheat Flour. The articles prepared at this establishment are shipped to different sections of the United States; and of late a foreign trade has grown up, orders having been received from Paris, Liverpool, London and Glasgow. The most flattering inducements are offered to purchasers in this market.

BALTIMORE PEARL HOMINY CO.



KILN-DRIED PEARL HOMINY, AND GRITS, PEARL MAIZENE,
CORN FLOUR, CORN MEAL, AND CHOP.
ALL ORDERS FILLED PROMPTLY.
OWNERS AND MANUFACTURERS OF
WRIGHT'S PATENT BUCKEYE HOMINY MILL,
North and Belvidere Sts., Baltimore.

WM. KNABE & CO.
PIANO-FORTE MANUFACTURERS, SQUARE, GRAND AND UPRIGHT,
Ware-Rooms, No. 350 W. Baltimore St., Baltimore,
112 FIFTH AVENUE, NEW YORK CITY.

Malt.

IN connection with the extensive manufacture of Lager-Beer in our city, there are several large establishments for the production of Malt, an ingredient which enters largely into the composition of Beer. Six Malt Houses are now in operation, with an aggregate capital of $1,500,000, employing three hundred hands. The principal element used in the manufacture of Malt is barley. This grain is grown upon an extensive scale only in Western New York, the Western States, and Canada.

The establishment of these large Malt Houses, and the consequent demand for the grain, has led to efforts on the part of our enterprising agriculturalists to produce barley, and the experiments of several have resulted so favorably, that they have been encouraged to make other and more persistent efforts. The demand for Beer is not likely to decrease. The numerous Breweries already established are in a flourishing condition, and others are constantly being started. The sales from the Malt establishments sum up probably $5,000,000, with a tendency to increase. Some of our capitalists are engaged in the business, and the flourishing condition of the trade invites money from abroad.

Wm. Knabe & Co., Piano-Forte Manufacturers,
Ware-Rooms, No. 350 West Baltimore Street, Baltimore.
112 FIFTH AVENUE, NEW YORK CITY.

Candies and Foreign Fruits.

AMONG the branches of trade which have given impetus to the growth of our city, and have decidedly ministered to its importance as a commercial centre, may be mentioned the trade in Candies and Foreign Fruits. The two are so thoroughly joined, that separate consideration of them would perhaps be out of place. In New York City, specialties seem to be the tendency of the trade. One house will import Mediterranean Fruits; another will deal entirely in West Indian goods; while a third will expose for sale only the products of the Canton trade. In Baltimore this is not the case. Quite a number of large and imposing buildings have been erected by our Candy and Fruit dealers, which stand out as conspicuous monuments of the enterprise of the firms which constructed them, as well as handsome additions to the æsthetic features of our city. Candy, French or American, Mediterranean Fruits, such as Oranges and Lemons from Sicily, Almonds and Raisins from Malaga, Raisins from Valencia, Currants, Citron, Figs, Dates, Prunes, Sardines, Canton Ginger, Fire-Crackers, &c., &c., can be purchased at any of these Houses upon terms as advantageous as are offered by any market in the

country, with the additional facility to buyers of being able to fill their entire order in one large establishment, instead of being compelled to go from one House to another, as in other cities, with the cost of drayage, &c. Baltimore is entirely independent of any other city in the Candy and Fruit trade. The business has increased fourfold within twenty years. Five hundred hands are employed, and a capital of more than one million dollars is invested in the business. The facilities which her geographical position and varied industries give her in this regard, are such, that the merchants can offer their goods at the lowest market prices. Refined Sugar, which is the ingredient in the manufacture of Candies, can be secured at our great Sugar Refineries; and this is the only article used in the production of Candy in Baltimore, as no adulteration has ever yet been practiced or detected upon home goods in the market. In regard to the Mediterranean Fruit trade, much could be said, but our space is limited. The enterprising gentlemen who are connected with it, by a series of successful operations, have gradually enlarged their business until at present Baltimore can boast of one of the most extensive Mediterranean Fruit importing houses in the country. In addition to their regular trade in the articles already enumerated, these parties are now importing large quantities of Brimstone from Sicily to supply the extensive manufactories of Chemicals, Acids and Phosphates in this city. The annual consumption of Brimstone for the above purposes in Baltimore, is about five thousand tons, all of which it is designed to import direct to this market.

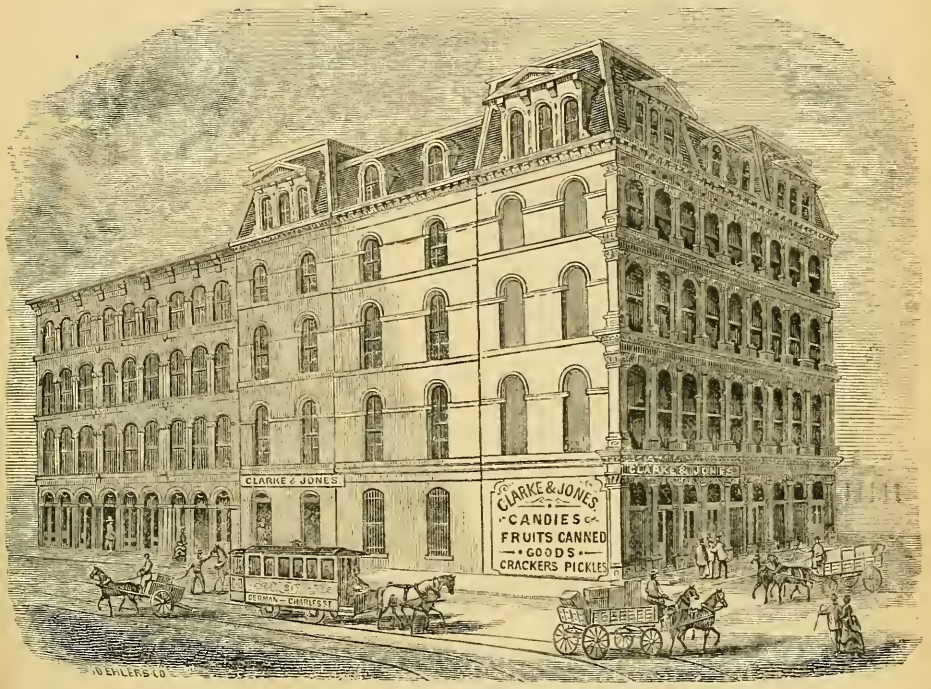
WILLIAM BRIDGES,
WHOLESALE DEALER IN
Foreign Fruits, Nuts, Candies,
HERMETICALLY SEALED FRUITS,
Oysters, Vegetables, &c.
313 WEST BALTIMORE ST.
Baltimore, Md.

CHAS. PRACHT & CO.
STEAM
CANDY MANUFACTORY
AND WHOLESALE DEALERS IN
FOREIGN FRUITS, NUTS, &c.
Nos. 155 and 157 Franklin Street,
BALTIMORE.

John G. Clarke. William H. Jones.

CLARKE & JONES,

CANDY MANUFACTURERS,



AND WHOLESALE DEALERS IN

FOREIGN FRUITS, NUTS, &c.

No. 15 Light St., Cor. German,

BALTIMORE.

The Jobbing Trade.

THE Jobbing Trade of Baltimore has kept pace with her increasing importance as a commercial and manufacturing city. Its various departments, such as Dry Goods, Groceries, Hardware, Notions, Boots and Shoes, Hats and Caps, Clothing, Books and Stationery, Queensware, Straw Goods and Millinery, Drugs, &c., &c., are fully up to the standard, and will compare favorably with those of any other city in this country. As a general rule these departments are in the hands of old and established Houses, whose proprietors are among our most highly esteemed and responsible citizens, who have been educated to their calling, and whose natural tastes and judgment have been strengthened by the experience of a lifetime, and a thorough rational application to business. Many branches of the Jobbing Trade not enumerated above are successfully conducted in this city: and the number of new establishments and branches of old ones, is a clear indication of the prosperity of the Trade, as well as the growth of the City. The stock carried by these Houses embraces full supplies from all the best factories in the United States, and the choicest selections of goods from foreign countries. The Lines of Steamers between this City and the Ports of Europe, furnish facilities for the importation of the most desirable goods at lower rates than at any other Port. The port charges are lighter, ship supplies cheaper, and the difficulties in the way of shipping comparatively trifling. Since the establishment of steam communication between Baltimore and Europe, our merchants engaged in the Jobbing Trade have displayed an energy and enterprise which command admiration. They make regular trips to Great Britain, and the continent of Europe for the purchase of goods; and the articles imported are selected under their own inspection. Baltimore is largely independent of the Eastern Cities, in her Wholesale Jobbing Trade; and bids fair in a short time to compare favorably with New York, as a distributing market. In each department there are Houses contending for business, and making of course the most active competition, thus reducing prices to minimum rates. Her proximity to the South and West, offers inducements to merchants from those sections, which cannot be lightly estimated. The trade in Dry Goods, Groceries, Hardware, Clothing, Boots and Shoes, Hats and Caps, Millinery Goods and Notions is particularly active; and the rival Houses engaged spare no pains to make their stock as full and complete as possible; so that the taste of every section may be gratified, and favorable prices assured. The Jobbing Trade, comprehending a large number of important interests, necessitates the employment of a vast

capital, which in this city aggregates many millions of dollars. It is not unreasonable to infer, that in the near future Baltimore will become the great reservoir of supplies for the entire South, South-West, and many portions of the Central-West. Many of the great manufactories of the country have agencies here, selling at factory prices.

The attractions of Baltimore as a Jobbing centre, are so well-known to the local Retail Trade, embracing within itself some of the most intelligent dealers in the country, that they are content to buy at home. The closest buyers have tried rival markets time and again, without advantage of prices or terms. Capital, competition, and a thorough knowledge of business, have accomplished for Baltimore quite as much as for the more northern Cities. Our City for the quality and variety of goods, is fully equal to New York; and the market will be found always adequate to the demand.

Although Baltimore is not so large a market as New York, it is yet larger than New York formerly was, when it commanded the entire trade of the country; and sufficiently so, for the general demands of its present trade. The merchants, in view of the rapidly augmenting trade, have increased their facilities; and to-day extend all the inducements which can be offered by any other city in the country.

Chauncey Brooks. Isaac Thrasher.

Brooks & Thrasher,

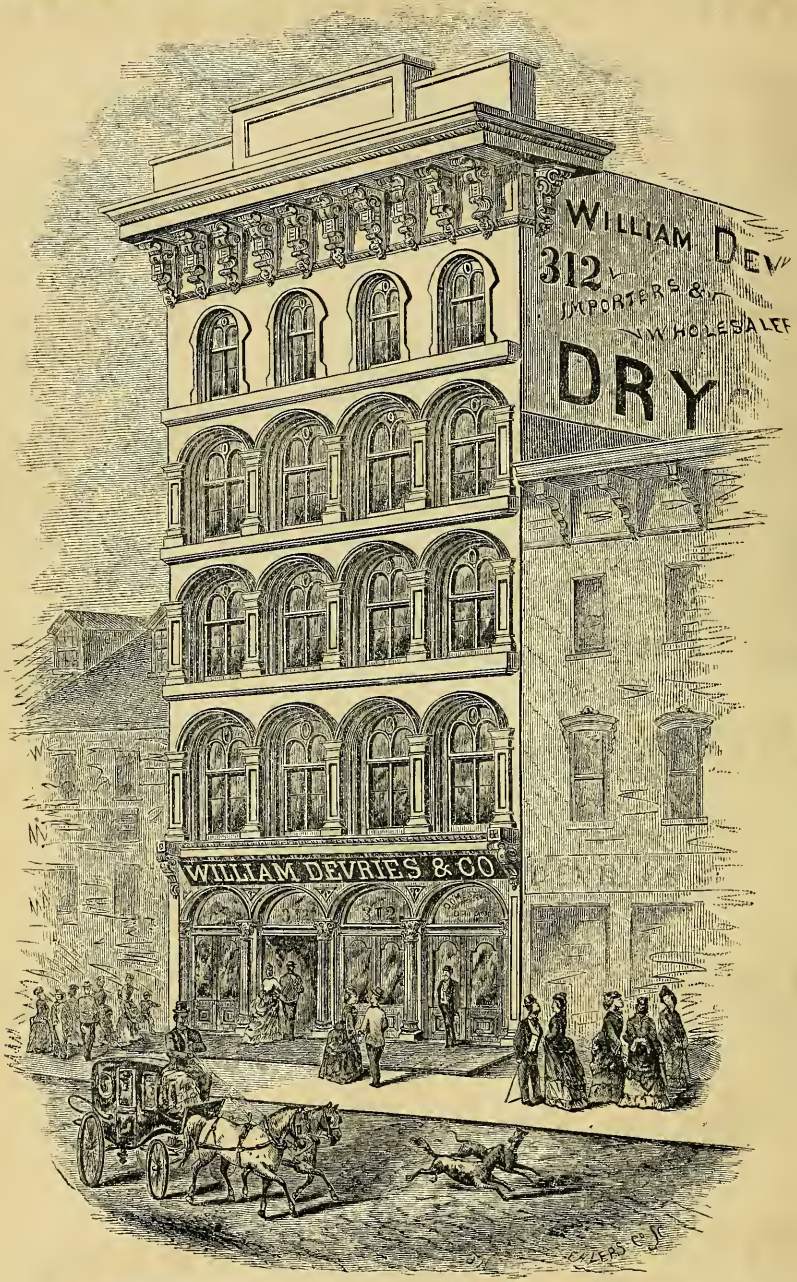
JOBBERS IN

Clothing and Dry Goods,

No. 346 Baltimore Street,

BALTIMORE.

William Devries. Christian Devries, of S. William R. Devries. Solomon Kimmell.



Wm. Devries & Co., Wholesale Dealers in **Foreign & Domestic Dry Goods & Notions,**
312 W. BALTIMORE ST., (Between Howard and Liberty,) **BALTIMORE.**

SHIPE, CLOUD & CO.

Wholesale Dealers in

Foreign and Domestic

DRY GOODS

273 W. Baltimore St.

BALTIMORE.

BRUFF, FAULKNER & CO.

Successors to BAKER, BRUFF & CO.

Importers and Wholesale Dealers in

FOREIGN & DOMESTIC

DRY GOODS,

275 West Baltimore Street,

JOSEPH E. BRUFF.
ALFRED B. FAULKNER.

BALTIMORE.

HAMILTON EASTER & SONS,

BALTIMORE,

Importers, Jobbers and Retailers

OF

DRY GOODS,

BOTH

Foreign and Domestic.

One of the firm spends most of his time in the Capitals of Europe, in the selection of Fabrics suited to our own and the Southern markets, securing thereby the latest novelties of each season.

We buy and sell exclusively for Cash, and guarantee as low prices as any House in the country.

Samples of Goods sent by mail on application.

Freight prepaid on purchases at Retail amounting to $20 and over.

ESTABLISHED 1846.

DANIEL MILLER & CO.

IMPORTERS AND JOBBERS OF

DRY GOODS,

NOTIONS,

WHITE GOODS, &c.

329 Baltimore Street,
44 German Street.

SOLE IMPORTERS OF THE CELEBRATED BRAND

DANIEL MILLER BLACK ALPACAS

Special inducements to cash or prompt time Buyers.

SILK AND DRESS GOODS HOUSE.

GEORGE H. C. NEAL,

IMPORTER AND JOBBER OF

Silks, Paris Dress Goods,

WHITE GOODS, LINENS, SHAWLS,

DOMESTICS.

A LIVE HOUSE.

LOW PRICES.

Corner Baltimore and Holliday Streets,

BALTIMORE.

Business Established 1816.

CHAS. SIMON & SONS,

WHOLESALE AND RETAIL DEALERS IN

Foreign and Domestic

DRY GOODS

No. 63 NORTH HOWARD STREET,

BALTIMORE.

CHAS. SIMON. HERMAN SIMON. ADOLPH SIMON. EDMUND SIMON. AUGUST SIMON.

W. H. Perkins. **Samuel Bevan.**

PERKINS & CO.

22 N. Charles Street, Baltimore,

FAMILY DRY GOODS HOUSE

Offer, at low prices, a large stock of

Ladies' Dress Good, Shawls, Velvets, Real Laces, Embroideries, White Goods, Mourning Goods, Irish Linens, Hosiery, Gloves, Housekeeping Dry Goods, Men's Wear,

ELEGANT FANCY ARTICLES.

ESTABLISHED IN 1837.

Samuel Bevan. Wm. A. Williar. Edgar G. Miller.

Samuel Bevan & Co.

IMPORTERS AND JOBBERS IN

DRY GOODS & NOTIONS

279 Baltimore Street,

Baltimore.

MAYER & BROTHER,

IMPORTERS AND JOBBERS OF

WHITE GOODS

German, English and French Fancy Goods,

NOTIONS AND TRIMMINGS,

No. 4 NORTH HOWARD STREET,

Baltimore.

TAYLOR & PRICE,

IMPORTERS AND DEALERS IN

SWISS, FRENCH AND NOTTINGHAM CURTAINS,

UPHOLSTERY GOODS,

Curtains and Window Shades,

ALL KIND CABINET MAKERS' MATERIALS,

No. 11 North Charles Street,

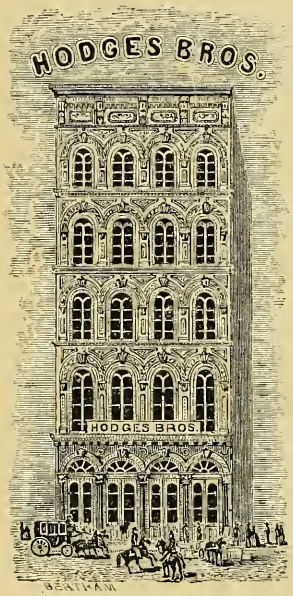
BALTIMORE.

ESTABLISHED IN 1846.

HODGES BROTHERS

23 Hanover Street,

BALTIMORE.



Direct Importers of British and Continental

Dress Goods

Irish Linens,

And every description of

LINEN GOODS.

ALSO,

White Goods, Handkerchiefs, Shawls,
Laces, Hosiery, Underwear,
Gloves, Umbrellas
and Parasols,

Together with a large and well assorted stock of

Gentlemen's Furnishing Goods

AND NOTIONS GENERALLY.

One of our firm, having made purchasing trips to Europe, semi-annually for nineteen years, and buying all our domestic goods for cash, we have great confidence in assuring the Trade that our Foreign and American business is on a footing that defies competition. Merchants, not dealing with us, are invited to make our acquaintance when they next visit Baltimore. Our stock can be examined without much labor, as the use of steam elevators renders the ascent of staircases unnecessary.

HURST, PURNELL & CO.

Importers and Wholesale Dealers in

American, English, German and French

DRY GOODS,

White Goods and Notions,

No. 241 Baltimore Street,

J. E. HURST,
L. B. PURNELL,
A. MADDUX,
L. L. JACKSON.

BALTIMORE.

JOHNSON, SUTTON & CO.

IMPORTERS AND JOBBERS OF

DRY GOODS,

No. 296 Baltimore Street,

AND

No. 1 N. Liberty Street,

BALTIMORE.

Offer special advantages to cash and short time buyers.

L. Passano & Sons

IMPORTERS AND DEALERS IN

WHITE GOODS, NOTIONS,
TRIMMINGS, HOSIERY,
GLOVES and SMALL WARES,

268 W. Baltimore Street,

BALTIMORE.

Brosius & Co.

MANUFACTURERS AGENTS FOR AND IMPORTERS OF

NOTIONS

White Goods,

Ribbons,

Shawls, Etc.

315 BALTIMORE STREET,

BALTIMORE.

S. H. BROSIUS. SILAS BROSIUS. A. W. FITZHUGH. S. B. HOOPMAN.

ESTABLISHED - - - - - - - - - - - 1841.

IMPORTERS,

W. MALLINCKRODT & SON,

22 GERMAN STREET,

BALTIMORE,

OF

Cloths, Doeskins and Cassimeres.

Robert Moore & Bro.

IMPORTERS AND JOBBERS OF

CLOTHS, CASSIMERES

AND VESTINGS,

No. 233 BALTIMORE STREET,

BALTIMORE.

JOHN A. GRIFFITH & CO.

Importers and Manufacturers of

TAILORS' TRIMMINGS

Baltimore, 249 W. Baltimore Street.

Cincinnati, cor. Fourth and Walnut Sts.

Henry Bogue. Robt. H. Bogue.

HENRY BOGUE & SON

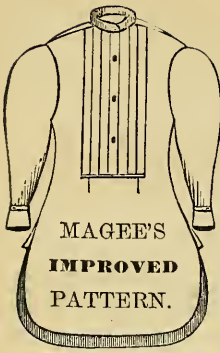
N. E. cor. Charles & Baltimore Sts. BALTIMORE, 54 Sixth Street, PITTSBURGH,

IMPORTERS OF

Cloths, Doeskins, Worsted Serges, Drapd' Etes,

SILK SERGES & SATINS DE CHINES, VELVETS, ITALIANS,

And all Kinds of Tailors' Trimmings.



WM. P. MAGEE,

No. 60 North Eutaw St., Baltimore,

IMPORTER OF

LINENS, HOSIERY,

AND

GENTLEMEN'S FURNISHING GOODS,

MANUFACTURER OF

Shirts, Cuffs, Collars, Drawers and Undershirts.

TO ORDER OR READY MADE. STEAM MADE BOSOMS.

Great Inducements to Wholesale Trade.

MACKENZIE BROTHERS,

Importers, Manufacturers and Dealers in

Saddlery Hardware & Coach Furniture

OILS, PAINTS, VARNISHES, IRON AND STEEL,

HORSE COVERS, LAP RUGS AND FLY NETS.

DEPOT AND BALTIMORE AGENTS FOR

Henry's Patent One Plate Springs,
Sheldon's Archimedian Axles,
Brinton & Johnson's Philadelphia Axle Works,
Burdick's Punch, Shear and Iron Shrinker,
Taylorville Spoke Works,
Saddle Trees, Bits, Stirups &c.,

DEPOT FOR

Dolls' Hub Boxing Machines and Drills, Bellow's Patent Creasers and Trace Raisers, Perkin's Patent Hair Beaters, Seitzes' Baltimore Wagon Hames, Manheim's Pressed Harness Loops, Wilcox & Smith's 5th Wheels and Shackles.

338 Baltimore Street, between Howard and Eutaw,

BALTIMORE.

ESTABLISHED 1823.

ALLEN PAINE, SON & CO.

IMPORTERS AND DEALERS IN

CARRIAGE MATERIALS,

IRON AND STEEL,

No. 2 SOUTH LIBERTY STREET,

BALTIMORE.

R. B. PORTER & SON,

DEALERS IN

CARRIAGE GOODS,

41 S. CHARLES ST.

R. B. PORTER.
B. B. PORTER.

Baltimore.

POULTNEY, TRIMBLE & CO.

IMPORTERS

Guns, Clocks, Bronzes,

FOREIGN FANCY GOODS,

200 W. BALTIMORE ST.

N. G. Penniman. *John H. Daniel.*
Francis Albert. *J. A. Clarkson.*

PENNIMAN & BRO.

Importers & Wholesale Dealers
IN
FOREIGN
AND
DOMESTIC
Hardware

NO. 10 NORTH HOWARD ST.,

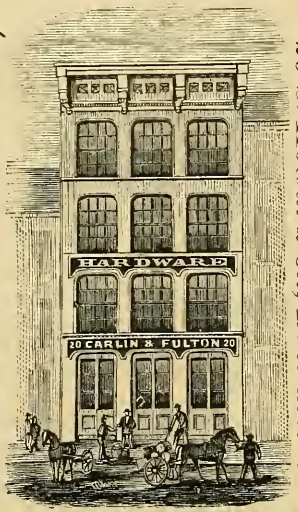
BALTIMORE.

J. F. Carlin. D. C. Fulton. J. F. Bradenbaugh.

Carlin & Fulton,

IMPORTERS OF

HARDWARE,



CUTLERY, GUNS, &c.

20 S. Howard St., Baltimore.

Special Attention Given to Orders.

HARDWARE
COMMISSION HOUSE.

Keith & Kelso,

Nos. 23 and 25 South Charles Street,

BALTIMORE,

Manufacturers' Agents for the Sale of

Chesapeake Nail Works' Best Cut Nails and Spikes,
Mallory, Wheeler & Co.'s Locks, Knobs and Pad-Locks,
Stanley Rule and Level Co.'s Rules, Levels, Squares, &c.
R. Mann's Superior Axes,
American Butt Co.'s Hinges, &c.
Naylor & Co.'s Best Cast Steel,
Newton Nail Rods,
Plymouth Tack Co.'s Tacks and Nails,
Savery's Enamelled and Tinned Ware.

ALSO HEADQUARTERS FOR

American Screw Company's Screws,
Disston's Saws,
Ames & Rowland's Shovels and Spades,
Moss & Gamble's Files,
Baltimore Standard Blacksmiths' Bellows,
Stewart's Iron Wire and Galvanized Wire,
Ohio Tool Co.'s Planes,

AND A GENERAL ASSORTMENT OF

AMERICAN HARDWARE.

SAM'L G. B. COOK,

Hardware Manufacturers' Agent,

BALTIMORE.

Representing the following Manufacturers:

Branford Lock Works,
Door Locks, Knobs, &c.

A. Field & Sons,
Tacks, Shoe Nails, etc.

Sanseer Mfg. Co's Plate Locks,

Carr, Crawley & Devlin,
Building & Cabinet Hardware.

William McNiece,
Hand, Panel, Rip & other Saws.

Abbe's Gong Door Bells.

Roy & Co's Wrought Hinges.

Clark's, Lull & Porter's, and Huffer's Pat. Blind Hinges.

Chattillon's Balances

Peck Bros. Brass Cocks.

Fenn's Faucets and Cork Stops.

Mersereau's Stair Rods.

United States Screw Co's American Screws.

Douglass Manufac'g Co's
Chisels, Gauges, Drawing Knives, Augers, Bitts, Gimblets, Boring Machines, etc.

Cook's Patent Augers & Bitts.

Chapin's
Rules, Levels, Gauges, &c.

Bridgeport Brass Co's
Sheet Brass, Copper Wire, Copper and Iron Rivets.

Ives & Co's
Patent Hollow Augers, Tap Borers, Braces, Augers and Bitts.

"Continental" & "Great American" Horse Nails.

"A No. 1 Anchor" Sad Irons.

Hartje, Wiley & Co's
Enamelled Kettles and Saucepans.

C. S. Planters' Hoes.

AND A FULL ASSORTMENT OF

Shelf and Heavy Hardware

FOR SALE AT MANUFACTURERS' PRICES.

TAYLOR'S

HATS, FURS AND UMBRELLAS,

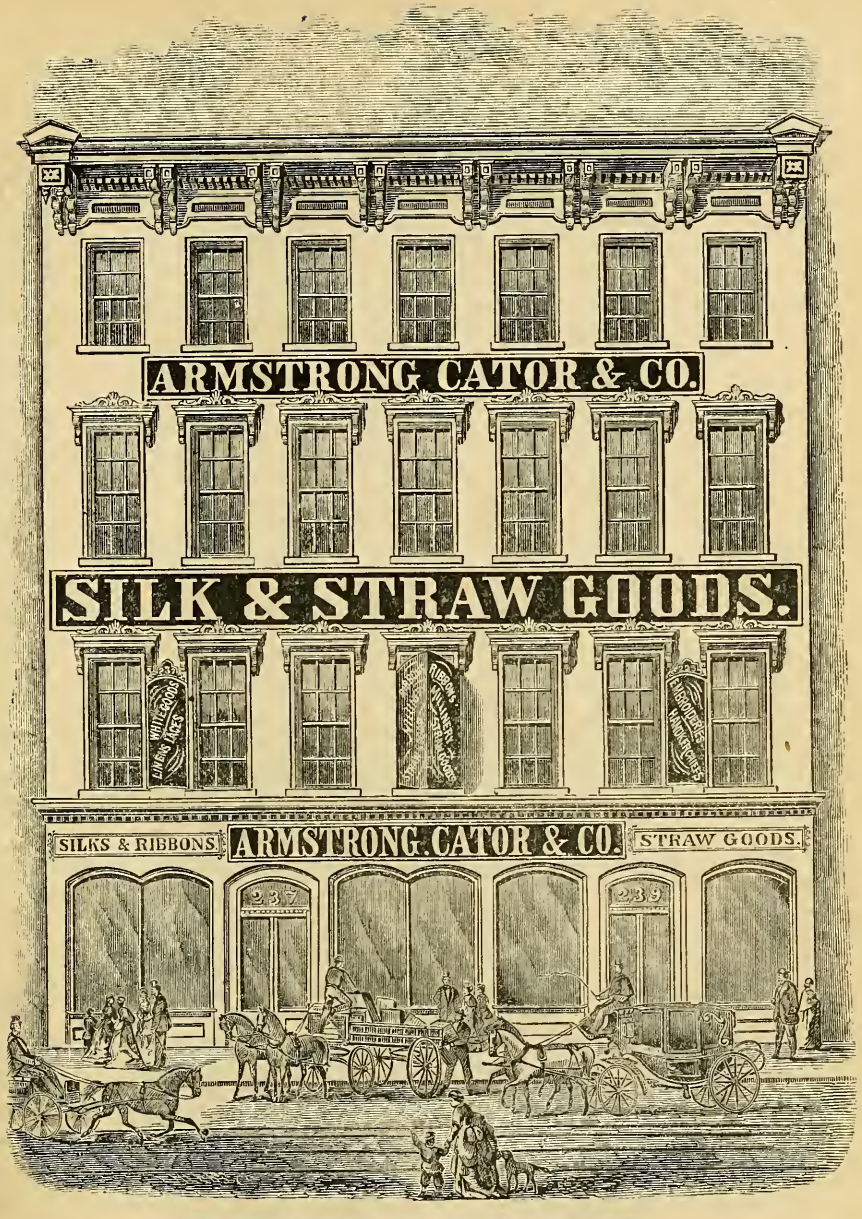
Opposite Barnum's Hotel,

R. Q. TAYLOR,
WM. W. PRETZMAN,
G. E. S. LANSDOWNE.

BALTIMORE.

Millinery.

THE Millinery business of Baltimore is one of her leading industries. In addition to the domestic goods manufactured in this city, and other sections of the United States, large quantities of the choicest goods are imported from abroad for this market. The largest House in the country, and perhaps the oldest, is located in this city. It was established in 1813, and by enterprise and prudence, has developed into its present proportions. The Firm occupies four buildings, two as warehouses and two for the transaction of its daily business. The clerical force of the establishment numbers seventy-two persons, in addition to which, seventy females are employed (in the Work Rooms) in the manufacture of Millinery. White Goods, an interest which is largely represented in many of our leading Jobbing Houses, has been made an especial feature of their business. In connection with this Establishment, is a Firm, engaged Extensively in the manufacture of Ladies' Hats, &c. These hats are made exclusively for the Millinery Establishment mentioned above, and during the months of March, April, May, June, September, and October, one hundred females are constantly engaged in their manufacture. It will thus be seen that a single establishment in our city for the manufacture and sale of Millinery, and the sale of White Goods, gives employment during the greater portion of the year to two hundred and fifty persons. Their importations are very large; two Buyers, one for the White Goods Department, and the other for the Millinery, being employed for the selection and purchase of foreign goods; and only such as are superior in quality and design to those manufactured in our own country are offered to the Trade in this city. The Southern trade with Baltimore in this branch of industry is very great; while of late years, extensive connections have been formed with the West, and a heavy business is done in the States of Ohio, Indiana, Kentucky, Kansas, and Missouri.



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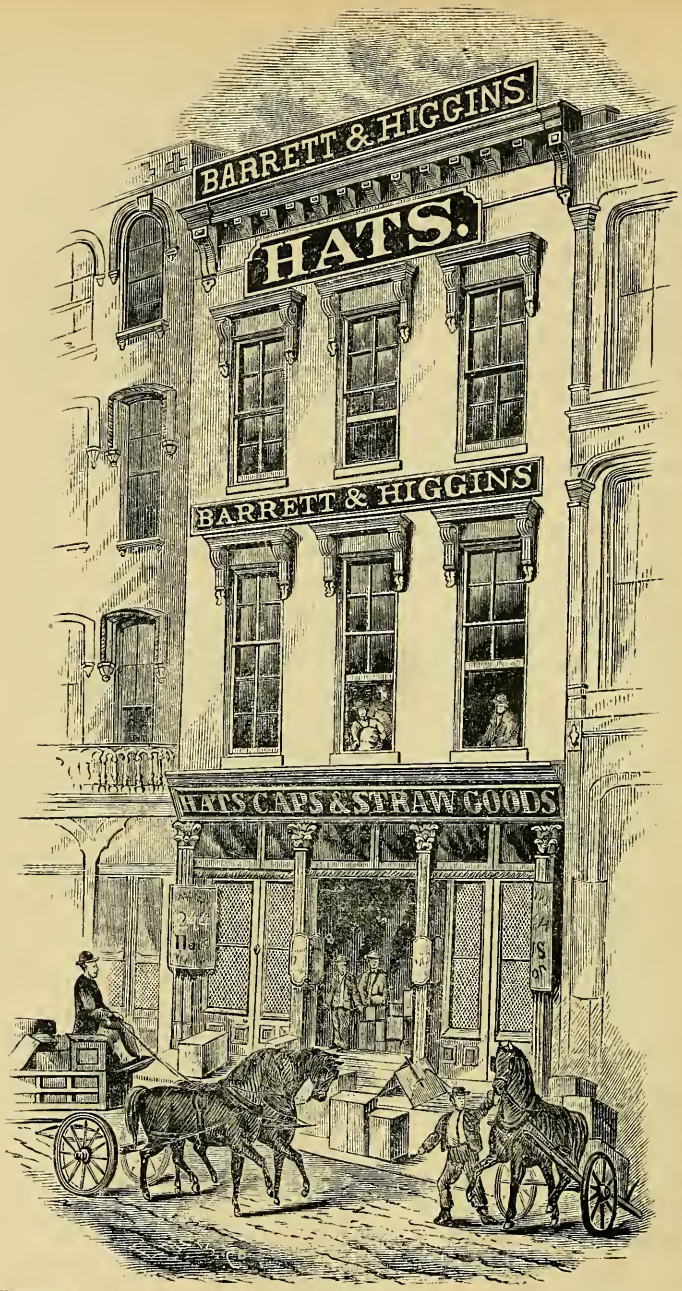

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MANUFACTURERS AND JOBBERS OF

HATS, CAPS, STRAW GOODS AND LADIES' FURS,

244 West Baltimore Street, BALTIMORE.

The Shoe and Leather Trade.

THE Shoe and Leather Trade of Baltimore is one of immense and daily increasing importance. Few persons in our midst are aware of its magnitude. It is authoritatively stated, that this interest is the largest after that of Agriculture, in America; the exhibit of official statistics placing it thirty-three per centum above those of cotton and wool combined. For many years New England, comparatively speaking, monopolized the trade in this country, and of late years Philadelphia acquired quite a reputation for fine work, in so much, that Southern and Western buyers were attracted to that city, to make their purchases of fancy goods. The Trade has recently undergone a very decided change in this regard. Tanneries have multiplied rapidly in Maryland, and factories for the manipulation of their products, have increased in corresponding ratio in our city. The Line of Steamers established between this Port and Boston, and known as the "Boston and Baltimore Steamship Company," has had much to do with this rapid increase in the trade; but the sagacity and energy of the gentlemen who have embraced this branch of business, have been the main springs of its prosperity. There are at present in Baltimore twenty-six wholesale Manufactories, working thirty-one McKay machines, each machine making from two hundred and fifty to three hundred pairs of Shoes per day, and arrangements are now being made to organize several new factories on a large scale. During the past year, great improvements have been made in the style and quality of the goods manufactured here. Southern and Western buyers need no longer go to Philadelphia, to obtain their supplies. As fine and stylish Shoes are made in Baltimore, as can be produced anywhere in the country; and this fact has come to the knowledge of the trade throughout the South and West, who are already displaying an appreciation of it, by resorting to this market to make their purchases. The terms obtained here, are as favorable as can be secured anywhere else in America. As an evidence of the solid growth of the trade, it may be as well to mention, that not a single failure has ever occurred among the manufacturers, and those who have begun with small capital, and very meagre stock, have been encouraged to enlarge their sphere of operations, and enter into competition with old and established Houses. About three years ago the Baltimore Shoe and Leather Board of Trade was established, and its influence has been very beneficial to the growth of this branch of industry. It has endeavored to bring about a proper state of feeling between the laborer and capitalist, and ward off the strikes, so destructive to the true interests of any business, and in the main it has been successful. The officers of the Shoe and Leather Association are as follows: President, Henry C. Smith; Vice Presidents, Jas Carey, Geo. J. Appold, T. J. Magruder, Wm. F. Larrabee; Recording Secretary, E. S. Allnutt; Corresponding Secretary, Arthur P. Baer; Treasurer, Wm. T. Dixon.

The manufacture of Boots and Shoes gives employment to at least four thousand persons, the average weekly salary being $22 for men, and $12 for women and girls. The Rubber trade, a branch of the Shoe business, has assumed large proportions. From a statement of the President of the Shoe and Leather Board of Trade, we give the following statistics for 1872:

Sales of boots and shoes by jobbers and retailers.....	$8,500,000
Rubbers sold.....	500,000
Manufacturers.....	6,600,000
Auction sales.....	500,000
	$16,100,000
Sales of leather about.....	3,000,000
Sales of hides.....	1,256,000
	$20,356,000

Most of the Leather (over two-thirds of the hides) is tanned in Maryland, and one-third is consumed by the factories of Baltimore, while a very large amount is exported to New York city, Philadelphia, Rochester and other places.

The rapid growth of the trade, made necessary about two years ago the addition by the Baltimore and Boston Steamship Company, of another first-class Steamer to their Line, making in all six fine Steamers plying between this Port and Boston; and these having been found insufficient to accomodate the rapidly increasing trade between these two Ports, another splendid Steamer has been ordered, and will be ready for the line by the first of September, 1873. As was said above, the gentlemen engaged in this branch of business by their high character, and substantial position in the community, are a sufficient guarantee to purchasers from abroad, that they will receive *here*, what they buy, and at prices which compare favorably with those elsewhere offered.

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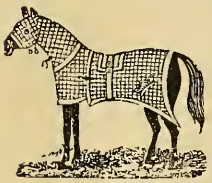

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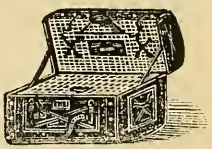

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Paper.

AMONG the many interests that have rapidly developed of late years in our city, may be mentioned the manufacture and sale of Paper. Fifteen years ago but one or two paper-mills were in operation in the State, while $200,000 would probably have covered the capital invested in its production and sale. To-day the capital employed in this branch of industry, will not fall far short of $4,000,000, and the gentlemen engaged in it are among our most substantial and reliable citizens. Numbers of mills have been established along the streams accessible from Baltimore. Large numbers of operatives are employed, and nearly all the different varieties of paper known to the Trade, are manufactured as cheaply and of as good quality as at any similar establishments in the country. In fact, with the exception of the finest kinds of writing paper, paper of any grade manufactured in our own State, can be bought in Balimore at as low prices as in any city in America, and the large wholesale dealers are ready to guarantee the statement. Straw wrapping Paper that originally came exclusively from New York is now manufactured in such quantities by our wholesale dealers, as to render the home market entirely independent. Straw-Print, Rag-Print, No. 2 Book, No. 1 Super, are all staple productions of the mills; and several large establishments are now engaged in the manufacture of bogus Manilla and No. 1 Manilla. In the single article of Printing-paper, upwards of 50,000 pounds are manufactured daily in this State. Indeed in the manufacture of Book and Printing paper, New York is made to pay tribute to our city. The mills engaged in supplying the wholesale dealers in Baltimore, are extensive, and fitted with the most costly and thoroughly improved modern machinery. They are located upon streams immediately adjacent to the different lines of Railroad leading to the city. The location of Baltimore is favorable to an indefinite expansion of their numbers, as the demands of the trade increase. For the finer grades of Writing-paper, agencies are established in this city by the manufacturers, and such goods can be purchased here at factory prices. Paper is now sent from Baltimore to all parts of the country, and the limits of the trade are enlarging every day.

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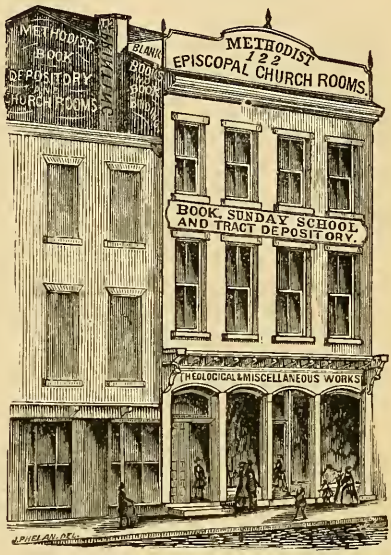

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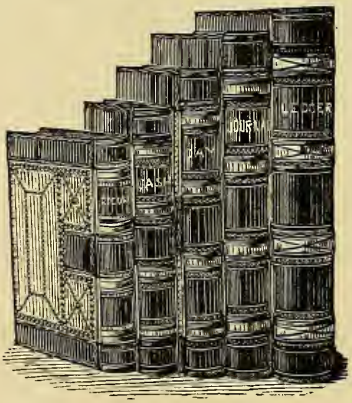

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Paper Bags.

THE manufacture of Paper Bags is of recent origin. Only a few years ago they were unknown, and dealers seemed content to wrap their goods and wares in the old-fashioned paper bundles. But American genius, which contemplates convenience, as well as principles of science and mechanics, applied itself to the comfort of store-keepers and customers, with complete success. The Paper Bag now universally used, is an indispensable requisite to the business, and the economy of home. The most perfect Bag in use, is the invention of an American Lady. The machine which cuts, prepares, folds, and pastes the bag with the square ends is her invention; for which she should receive the daily thanks of sellers and buyers.

All articles designed for shipment or transportation, or home consumption, are packed neatly in appropriate bags; hence their manufacture has become a very extensive interest, and some of our largest Houses have made a specialty of them, with an invested capital of upwards of $250,000. The demand for them increases proportionately with growth of business, and during the past year we manufactured about one hundred millions, the sales of which amounted to $400,000, requiring about 800 tons of paper. A large portion of these were shipped to New York; and great quantities sold to the South and West, besides those used at home. On account of the great facilities which Baltimore possesses for the manufacture of Paper, and Paper-Bags, its Paper mills, which line the never failing streams of Maryland, its exhaustless stores of raw-material, and the cheapness of labor, render it the best market for the supply of this indispensable Paper Package.

Cotton.

THE Cotton Trade of Baltimore, is a growing interest. For many years, little was done in this great Staple, but the increased facilities for shipment to this Port, the enterprise and thrift of the men engaged in the trade, and the admirable system of warehouse storage recently introduced, have given an impetus to the Cotton business which promises to make it a very powerful auxiliary to the commercial prosperity of our city. A Cotton Exchange has lately been established, which publishes a daily Market Statement, and in many ways facilitates trade in this important branch of industry. Its officers are Messrs. George P. Tiffany, President; Geo. R. Gaither Jr., Vice-President; Jos. S. Whedbee, Treasurer; Fred'k. G. Whelan, Secretary; and its members are gentlemen of the highest standing and excellence in the community. The receipts of Cotton for the present year have greatly exceeded those of any similar period in the past; and the demand for expor-

tation, and for home consumption, by the immense factories in and around our city for the manufacture of Cotton Duck and the lighter Cotton goods, leaves no doubt of the very rapid increase of the trade in the future. The system of warehouse storage established in 1867 under a charter from the State of Maryland by a number of our leading capitalists, is superior perhaps in perfection of detail and security, to that of any city in the country. Some of our leading merchants are engaged in the Cotton business, and they can now advance money on consignments with security to themselves, and their patrons. When the Cotton reaches this port, it can be stored at comparatively little expense in the vast reservoirs of the Company, where it may remain for a mere trifle, until a favorable opportunity offers for its disposal. In the meantime cotton-certificates are issued by the Baltimore Warehouse Company, incorporated 1867, which can be transferred as other negotiable securities. The capital of the company is $1,000,000, and the flattering auspices under which it was inaugurated leaves no doubt of its success in the future and its beneficial influence upon the Cotton trade of our city. In connection with the Cotton trade of Baltimore, a Cotton-Press has been established, with all the modern improvements in machinery, and with a capacity sufficient to accommodate the wants of the trade for many years to come. From data before us and for reasons which have been repeatedly urged, we think it safe to say, that Baltimore is destined in the future to become one of the great Cotton marts of the world.

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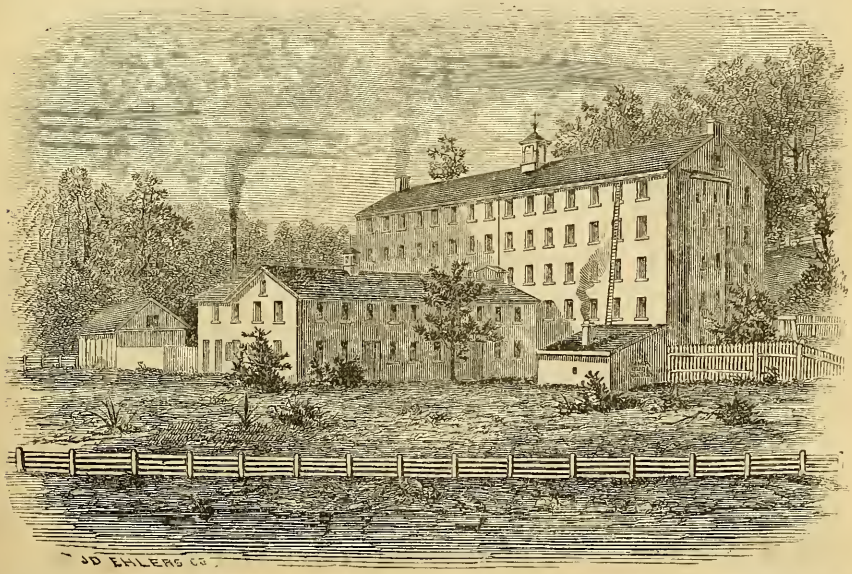

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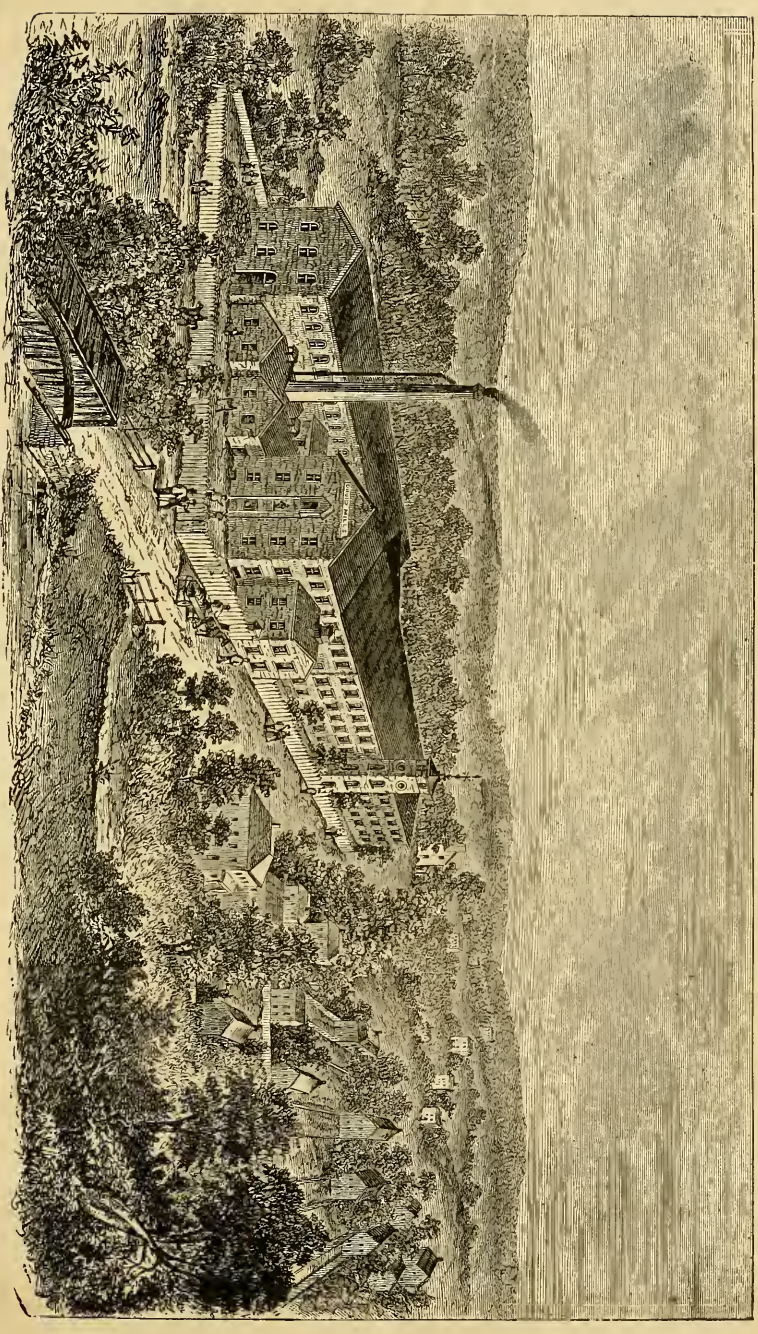
Alberton Blue, Green and Fancy Colors,
AWNING STRIPES.

Cotton Warps, Carpet Chains, &c.

OFFICE, 24 GERMAN STREET,
BALTIMORE.



DRUID MILLS, BALTIMORE COUNTY, MD. GAMBRILL, SONS & CO.

OFFICE, No. 41 LOMBARD STREET.

SAVAGE MANUFACTURING CO.

HOWARD COUNTY, MD.

Owners, WM. H. BALDWIN, JR. & CO.

Selling Agents, WOODWARD, BALDWIN & CO. { *Baltimore, New York.*

LAUREL MANUFACTURING CO.

LAUREL, PRINCE GEORGE'S COUNTY, MD.

GEORGE P. TIFFANY, President.
EDWARD TIFFANY, Secretary.

ROB'T PILSON, Superin't.

LAUREL D 4-4 STANDARD SHEETINGS,
Do. H 4-4 MEDIUM Do.

CHASE, STEWART & CO., Baltimore and New York Selling Agents.

Cotton Duck.

PRIOR to 1839 all or nearly all the Cotton Duck manufactured in this country was made by the Passaic and Phœnix Mills in Paterson, New Jersey, and the exorbitant prices demanded by these monopolists, did much to check the trade in this article. To-day, two-thirds of the Duck made in the United States is manufactured in the vicinity of Baltimore, and the above mentioned mills have discontinued its production. In the year 1839 the property known as the Old White Hall Flouring Mill, on Jones' Falls, was purchased by one of our distinguished citizens and converted into a Cotton Factory. The enterprize prospered, and in 1843 the Woodberry Factory was built, and its capacity doubled in 1845. The Mount Vernon Factory was constructed at the same time. The Old White Hall was burnt in 1852, and the Clipper Mill, a factory of great capacity, was erected on its site with such expedition, that it was in running order six months after the conflagration. This mill was destroyed by fire in 1866, but subsequently rebuilt, and its capacity doubled. The Druid Mill was commenced in 1865, and enlarged in 1872. The latter is at present the largest Cotton Duck Mill in the country. In addition, there are now at work in the vicinity of Woodberry, the Mount

Vernon Factory No. 2, the Park Mill, and the Washington Factory, all engaged in the manufacture of Cotton Duck.

Of course the war had a depressing effect upon the production of this commodity. Our domestic mills were cut off from their Southern supply of the raw material—Cotton advanced fabulously in price, and Russian and English looms for the time practically supplied the market. In 1866, the price of cotton fell rapidly—the new crop from the South was brought to the factories, and since that time foreign goods have almost been driven from the market.

The process through which the raw material passes before it is converted into Duck may be interesting to our readers. The cotton is first cleaned by machinery, and after seeds, lumps and dirt are removed, it is transferred to carding machines, which perform, on an immense scale, the operation which was formerly slowly effected by hand. It passes thence through several machines, by which the roll of fibres is gradually reduced in size, and becomes at last a firm, fine thread. A number of these are then twisted together, to make a cord of sufficient strength, and of these latter the "warp," or foundation of the fabric is formed; other cords, wound on bobbins, supply the "woof" or filling. These woven together by the looms make the cloth complete, and it is then rolled into bolts, and packed in bales for shipment. All this necessarily requires an immense amount of intricate machinery, and it is estimated that a force of two thousand two hundred horse power is used in these Mills. In addition to the manufacture of Cotton-Duck, Fishing Nets are made here by machinery, the only place in the United States where this is done to any great extent. Upwards of 25,000 bales or more than 12,000,000 pounds of cotton are consumed annually by these Mills. They employ fully 1,800 hands, and minister to the support of at least 5,000 persons. The Cotton-Duck is used extensively in the manufacture of sails, awnings, bags, and for a number of other purposes. It is unnecessary to add that the South and West can be supplied in this market on the most reasonable terms.

Cotton Bags.

As an appendage to the manufacture of Cotton goods in the city of Baltimore, and especially to the manufacture of Cotton-Duck, the preparation of grain Bags and Sacks demands particular notice. Baltimore is favorably located for their manufacture. The many mill streams in the neighborhood of the city, the numerous cotton mills in and immediately around it, and the superiority of the heavier class of domestics especially suitable as material for their construction, enable the manufacturers to compete successfully with any of the Eastern cities; while the moderate cost of living, and low rents, give the trade an advantage over New York and Boston. The immense

amount of wheat and corn which passes through, or is manipulated in our market, creates a demand for the manufacture of grain Bags and Sacks, which would at all times cause a degree of activity with the merchant engaged in that trade; but a system prevails at this Port which renders the market very particularly active. A very extensive business is done in hiring Sacks for shipment to Europe, the owner of the Sacks shipping under his own Bill of Lading, in the same manner as the dealer ships his grain. The capital invested in the trade is very large, all Jute Goods are landed by our European Steamers at lower freights than elsewhere. The facilities for the manufacture of the Bags are first-class, and the character of the men engaged in this branch of industry is a complete guarantee that persons dealing with them are sure to get what they buy. In this particular branch of manufacture, the Baltimore article can readily compete with that of New York or any other.

JOHN C. GRAFFLIN. GEO. W. GRAFFLIN.

BALTIMORE BAG FACTORY,

Nos. 73, 75 and 77 SOUTH STREET.

JOHN C. GRAFFLIN & CO.

IMPORTERS, MANUFACTURERS AND DEALERS IN

BURLAPS, COTTON BAGGING,

BALE ROPE, TWINES,

New and Second-Hand Seamless, Grain & Gunny Rags, Cotton Duck, Twills &c.

GUANO, BUCKWHEAT, FLOUR AND SALT BAGS PRINTED TO ORDER.

AGENTS FOR THE "ARROW TIE,"

MARYLAND BAG FACTORY.

KLINEFELTER BROTHERS,

MANUFACTURERS AND DEALERS IN EVERY DESCRIPTION OF

BAGS.

Phosphate Bags neatly Printed to Order.

☞TOBACCO POUCHES A SPECIALTY.

SOUTH AND PRATT STREETS, BALTIMORE.

Maryland Life Insurance Co.

No. 10 South Street, Baltimore.

WM. KNABE & CO.

PIANO-FORTE MANUFACTURERS, SQUARE, GRAND AND UPRIGHT,

Ware-Rooms, No. 350 W. Baltimore St., Baltimore,

112 FIFTH AVENUE, NEW YORK CITY.

Curled Hair.

ABOUT the year 1836, a young German came to this country and shortly afterwards established a small factory for the manufacture of Hair, Bristles, &c., on Colston's Hill, near the Hookstown Road. The life of the factory was healthy from the first, and its business gradually enlarged, until in 1847 the location was insufficient for its pressing requirements. A lot of ground was purchased on the Frederick Road, and a new factory erected. From that time to the present the increase of the trade has been very rapid. The various uses to which Hair and Bristles are put, the rapid development of the country, and the incessant demand for goods of this sort for upholstering purposes and brush materials, and the toilet generally, caused an expansion of the trade, which rendered it difficult at times, to supply the orders that came to the factory. Its capacity was enlarged, agencies were created in the leading cities of the west for the procurement of raw materials; tenant houses were erected for the employees, warehouses for the storage of both crude and manufactured goods; and now a thriving village crowns the location which but a few years ago was a barren plat of ground. Others encouraged by the success of the young German, have invested money in the business, and a number of smaller factories have sprung into existance, whose business is only circumscribed by their capacity.

The factory on the Frederick road, known as Wilkens' Factory, turns out 40,000 pounds of manufactured goods per week; and it is estimated that at least seven hundred operatives are employed, and several million of dollars are invested in the business. The manufactured goods are consigned to Retail Merchants and Upholsterers throughout the United States; and large quantities are exported for consumption abroad.

The curled and manufactured Hair produced by the factories of Baltimore is unsurpassed for excellence, and the market price is lower than in any other city in the United States, because of the vast capital invested, the extensive experience, and thorough knowledge of the business, possessed by those engaged in its production.

William Wilkens. H. H. Graue.

WILLIAM WILKENS & CO.

STEAM

Curled Hair & Bristle Manufacturers,

DEALERS IN

HAIR CLOTH, DAMASK, PLUSH,

AND

Upholsterers' and Coach and Cabinet Makers' Materials

IN GENERAL,

300½ W. Pratt Street, **BALTIMORE.**

217 Pearl Street, **NEW YORK.**

Leaf Tobacco.

THE Tobacco market of this city has been of paramount importance at all times since the commencement of its history. In colonial times and indeed for a long period afterwards, it was the only crop raised in this State, by which she was known to outsiders, insomuch that the lands were impoverished, and farmers and planters driven to the cultivation of other products, to restore the soil to its original fertility. Early in the history of the State, inspection laws were adopted by the Legislature for the protection of planters and buyers. These laws were perhaps the most judicious of their kind ever devised, and have remained in force with but little alteration to the present moment. Under them, five large warehouses have been established in Baltimore, at points convenient to the shipping. The manner of inspection is so simple, and apparently equitable, that it may not be out of place to give a brief description of the process. One head of a hogshead of Tobacco having been removed and the hoops loosend, the hogshead is turned over, and the entire casing lifted off the Tobacco. The compact mass thus exposed, is broken into at five different points with an iron bar, and a sample taken from each opening.

An average of each of these samples is selected, and the whole tied together with a strong tape, sealed and labelled. The casing is replaced, and the hogshead coopered according to its necessities. The samples chosen and made official, are regarded as establishing the grade of the Tobacco, as well as the quality of the packing, and by these the sales are made. The fees, waste and cost of storage, &c., are so insignificant when compared with methods of inspection in other cities, that though the policy of the State of late years has been to discourage governmental inspections, the system with reference to *Tobacco* has not been disturbed. Four of the five Inspectors are taken from the rural districts, where the wiles of politics usually give place to integrity and fair dealing; and the consequence has been that with the rarest exceptions, the offices have been filled by high-toned, honorable gentlemen engaged in the cultivation of the plant themselves, and thoroughly competent to discharge the duties which pertain to the office.

The increase of the trade in this city, and the insufficient accommodations of the present warehouses, have led to the erection of another which will be completed in a few months. During the year 1872, there were inspected 51,209 hogsheads of Tobacco, in addition to 5,682 hogsheads remaining in the warehouses on the 1st of January of that year. The Foreign shipments during that period, and which were made to a large number of European ports were 49,983 hogsheads. The quality of the Tobacco grown in Maryland, and that brought to this market from Ohio, and Kentucky, is of coarse, heavy grade, and is consumed principally in portions of France, and Germany, where the people care more for quantity than quality. Shipments have been retarded to some extent by the scarcity of tonnage, but the increased facilities afforded by the improvements in the harbor to be completed by the first of May, and the very rapid augmentation of the shipping in the past few months, will lead in the near future, to a very large expansion of the trade.

L. W. GUNTHER,

General Commission Merchant

AND

TOBACCO FACTOR,

No. 90 Lombard Street,

ONE DOOR WEST OF EXCHANGE PLACE,

BALTIMORE.

WM. A. BOYD & CO.

WHOLESALE DEALERS IN

SEED, LEAF & HAVANA

TOBACCO,

Have always in store a full assortment of "CONN" and other select crops.

Manufactured Tobacco,

CIGARS, &c.

No. 33 South Street, Baltimore.

WERNER DRESEL. *FERD. DRESEL.*

W. DRESEL & CO.

TOBACCO

AND

General Commission Merchants.

Werner Dresel, Imperial German Consul.

37 South Gay St. BALTIMORE.

Manufactured Tobacco.

OUR City has always been one of the leading markets for Manufactured Tobacco. It is contiguous to Virginia, North Carolina, and the great sections of America noted for the production of the best Tobacco on this continent, and also for the manufacture of the best Chewing and Smoking Tobacco in the world. Thus located, Baltimore commands a large portion of this trade, and is in reality the best distributing market in the country. The Commission and Jobbing Trade, with heavy capital is enabled to carry large stocks, and with the forwarding facilities of rail and water, gives us superior advantages over any other city. We have also several very large factories for the manufacture of Smoking Tobacco, Fine-cut, and Snuffs, with advantages unsurpassed by any others elsewhere. The Brands of these have attained a wide reputation in this country and Europe.

Cigars are extensively manufactured in this city, and their superior quality has gained for them, great popularity at home and abroad.

Responsible agencies of the Tobacco Manufacturers of any prominence in the trade of the country are established here, thus giving additional value and attraction to the Baltimore Market.

B. F. PARLETT & CO.

WHOLESALE DEALERS IN

MANUFACTURED

LEAF AND SMOKING TOBACCOS,

CIGARS, PIPES, &c.

92 Lombard Street, near South,

BALTIMORE.

J. D. KREMELBERG'S

FACTORY

OF

AUSTRIAN VIRGINIA CIGARS,

14 & 16 South Frederick Street,

OFFICE—56 South Gay Street,

P. O. BOX 781. ***BALTIMORE.***

MARYLAND LIFE INSURANCE CO.

No. 10 South Street, Baltimore.

Lumber.

THE Lumber Trade of Baltimore city, is very great. We are so favorably located for the prosecution of the business, it would be really strange were this not the case. The Chesapeake Bay affords easy access to the vast Lumber regions of Virginia and North Carolina; the Susquehanna drains the extensive woodlands of Pennsylvania, while the railroad corporations which centre in Baltimore stretch out their arms into the almost limitless forests of West Virginia, Ohio and Indiana. In addition to the requirements for building purposes, this branch of industry has been greatly extended of late because of the vast increase in the number of Houses engaged in the Furniture Trade, the enlargement of the business of those already established, and the springing up in our midst of factories for the manufacture of Mouldings, Ovals, Mirror and Picture Frames, &c., &c.

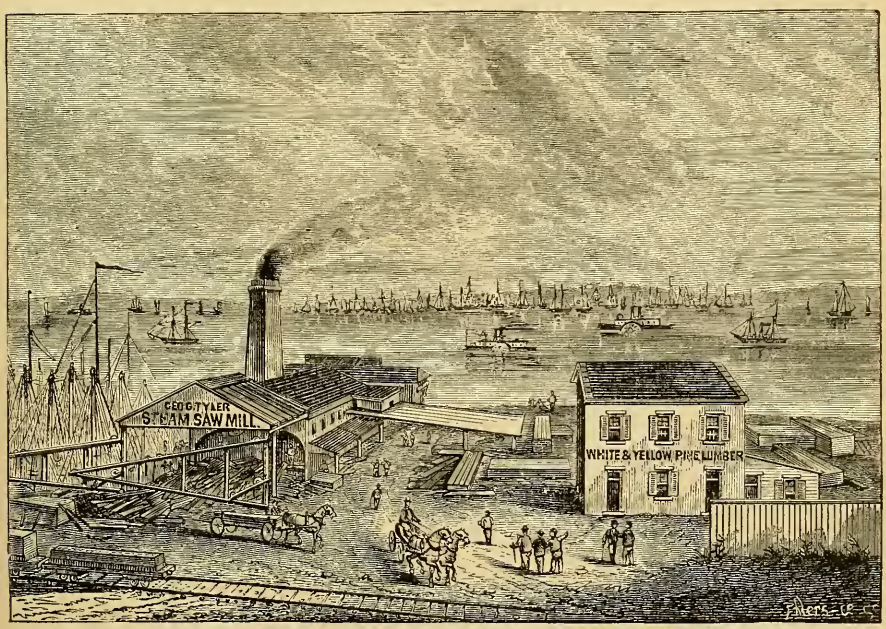
The last few years have witnessed a decided change in popular taste with reference to the material out of which furniture is constructed. Fashion has greatly diminished the use of rose-wood and mahogany, and hence their importation is mainly for veneering purposes. With the increase in wealth and the development of taste, wants have become general which were formerly confined within a narrow circle, and the demand for highly wrought mouldings, handsome frames, passe-partouts, &c., has necessitated the establishment of extensive factories to meet it, where work of the most finished description is turned out.

Walnut, Ash, Poplar and White Pine are now used almost exclusively by furniture dealers, and immense quantities reach the market annually. The best Walnut is brought from the States of Ohio and Indiana; vast quantities of Poplar come from the forests of West Virginia, while the States of Virginia, North Carolina, Georgia and Florida furnish Yellow Pine, from the last two of which is obtained the finest material to be found in the world. Ash and White Pine reach this market in large quantities from Pennsylvania, Ohio and Indiana. About thirty large Houses are engaged in the Lumber business in this city with an immense aggregate capital. The gentlemen who compose the above firms are among our most reliable and honored citizens.

One hundred million feet of White Pine, one hundred million feet of Yellow Pine, and fifty million feet of other Woods, including Walnut,

Poplar, Ash, &c., are received in Baltimore annually. Much of the Wood is dressed in Baltimore and shipped from here to other places. The machinery used in the trade is of the most highly improved character, and the number of employees very large. The workmanship is superior, and the trade offer inducements to purchasers equal to those extended in any other market in the country.

It is a fact worthy of mention, as showing not only the facilities of the trade, but the reciprocity of the different sections of our country, that large quantities of the Lumber product of the South, Yellow Pine and Cypress, are sent to the distant cities of the West and North-West, where it is used almost exclusively in car building, and for other manufacturing purposes, in which cheapness, durability and strength, are essential qualifications. This Lumber is manufactured to order at the Southern mills, shipped direct to the consumer, and is ready for use upon receipt. The orders are received in Baltimore by those dealers who have large interests in the South, and of course minister to the importance of our City. The trade is growing rapidly and will ere long demonstrate the fact that the Western Lumber dealer appreciates the Lumber product of the South as thoroughly as we value the White Pine forests of the North and West. In addition to the Lumber Trade carried on with the South and West, large quantities of White and Yellow Pine are shipped to the West Indies and South America.



GEO. G. TYLER, TIMBER AND LUMBER,

BOSTON STREET, CANTON.

D. E. THOMAS & CO.

Wholesale and Retail Dealers in

CABINET AND BUILDING LUMBER,

No. 56 East Falls Avenue,

BALTIMORE, MD.

Agricultural Implements.

THE honorable position which the Science of Agriculture has occupied in Maryland in conjunction with the other Southern States, has made Baltimore at all times during her history an extensive market for Agricultural Implements. The present is unquestionably the era of improvement in labor-saving machinery. The farmers of Maryland, generally educated and cultivated, have not been slow to avail themselves of the advantages which have been thereby presented.

They early found that their lands, along with the saving of labor by the use of implements, exhibited also an increase of productiveness which amply compensated them for an appreciation of the prices of machinery. This exercised a fostering influence over the establishments engaged in their manufacture, and gave to the trade an impetus, which by judicious foresight and energy the manufacturers have been able to enlarge, until to-day our City ranks far ahead of most of the large cities in America; and surpassed by few if any, in the production of these essentials to farming. In fact, East of the Ohio no city can compete with Baltimore in this regard.

Ten large Houses are at present doing a thriving business in this branch of industry with a very handsome working capital, and a number of hands averaging four hundred. Formerly each House embraced in its operations all the various implements used in Agriculture, as also Seed and other goods belonging to that pursuit. The introduction of steam and the vast improvements in machinery made it cheaper for Houses to select a specialty and follow it. In this way certain labor-saving machines are manufactured at cheaper rates than formerly, and in a style excelled nowhere on this continent. Of course the number of machines or implements manufactured here has been reduced; but the usefulness of those produced has been proportionately increased, and the general dimensions of the trade greatly enlarged, while

factories for all the very best labor-saving machines manufactured in the United States have here established agencies, where they can be purchased at the factory rates.

All the Agricultural establishments of Baltimore offer the strongest inducements to purchasers from abroad in the way of choice and carefully selected seed, large quantities of which, when not produced under favorable auspices in this country, are imported expressly for the Baltimore market. The annual sales in this branch of industry are very heavy and rapidly increasing, annually amounting at present to fully $3,000,000. Large invoices of Agricultural Implements, Seeds, &c., are shipped to the Southern States, and along the line of the Atlantic coast, in fact through all the country east of the Ohio. In this department of trade, Baltimore affords to dealers, a market equal in quality and prices, to any other in the United States.

E. WHITMAN. ESTABLISHED 1843. E. B. WHITMAN.

E. WHITMAN & SONS,

Nos. 145 & 147 WEST PRATT ST.,

BALTIMORE,

Manufacturers and Wholesale and Retail Dealers in

AGRICULTURAL IMPLEMENTS, SEEDS AND FERTILIZERS.

WHITMAN'S METAL-LINED CUCUMBER PUMP,

THE ONLY PERFECT PORTABLE WOOD PUMP MADE.

Sash Factories.

SINCE the introduction of steam-power into the ordinary pursuits of life, vast improvements have been made in carpentry. Especially has this been the case with reference to the manufacture of Sash, Window Frames, Doors, Blinds &c. So great have been the advances in this department of industry, that the humblest and cheapest dwelling erected in the larger cities at this present writing, will compare favorably in interior finish with the most gorgeous edifices of former times. Baltimore has kept pace with other cities in this regard.

Thirteen Sash Factories, employing upwards of seven hundred hands, and manipulating $1,000,000 of capital, are at present in operation in this city. For fifty years the business of wood-working has been one of our most active industries, but in the last five years the trade has trebled. The quality of the work done by our factories is fully up to the standard established in other

cities. Offices, churches, and public buildings are fitted by the trade, in a style of taste and elegance unsurpassed elsewhere, and which has commanded the admiration of parties from abroad. Baltimore has great facilities in the way of securing lumber of the most available description, and upon the most advantageous terms. The factories engaged in the business, turn out all kinds of work, and offer as great inducements to purchasers as can be obtained in any other city in America. As large as the demand is for home consumption it by no means disposes of the material turned out by these establishments; and large quantities of Sash, Window Blinds, and general Finishings for buildings, are shipped to the Southern States, South America and the West Indies.

G. O. STEVENS. D. G. STEVENS.

GEO. O. STEVENS & CO.

Corner Front and Fayette Streets,

Opposite Shot Tower. BALTIMORE.

Window Sashes, Blinds & Doors,

Slate, Marble and Wooden Mantels,
Mouldings, Cornice, Stair Fixings, &c.

BUILDERS' SUPPLIES.

BALTIMORE MADE WORK.

JOHN W. WILSON. JOHN W. WILSON, JR.

JOHN W. WILSON & SON,

LUMBER DEALERS

AND MANUFACTURERS OF

Sashes, Doors, Blinds, Brackets, Mouldings, Handrails, Newels, Balusters, &c.

No. 333 SOUTH EUTAW STREET, BALTIMORE.

S. H. & J. F. ADAMS,

BUILDERS,

No. 4½ Barnett Street,

BALTIMORE.

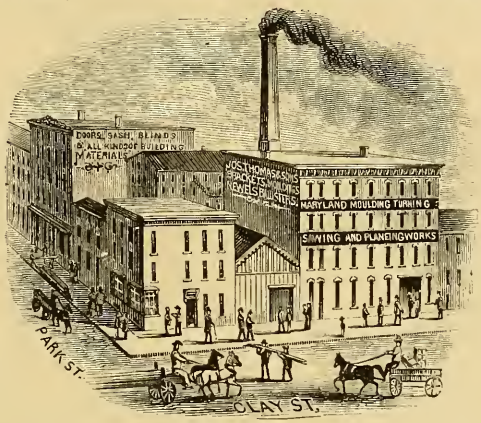
J. B. THOMAS. J. L LAWTON. WM. MENTZEL.

JOS. THOMAS & SON,

Maryland Moulding, Turning & Sawing Works,

AND SASH, DOOR AND SHUTTER FACTORY.

Church Pews AND Furniture.


DOORS, SASH, BLINDS & ALL KINDS OF BUILDING MATERIALS
JOS. THOMAS & SON
MARYLAND MOULDING TURNING
SAWING AND PLANING WORKS
PARK ST.
CLAY ST.

Office Desks, Railing, &c.

Established 1820.

BUILDING MATERIALS,
PARK AND CLAY STREETS.

BUILDING AND HARD WOOD LUMBER DEALERS,
434 WEST PRATT STREET, CORNER PENN, BALTIMORE.

Furniture.

THE manufacture of Furniture is usually a prominent feature in the business of large cities. Our own is not behind her sisters in this regard. The manufacture and sale of all kinds of Furniture have been for years a leading and rapidly increasing interest in Baltimore. Our facilities are superior to those of most American cities. For the lighter kinds of Cabinet Furniture the very best article of yellow-pine can be obtained via the Chesapeake Bay, from the forests of lower Maryland, Virginia, and North Carolina. For other classes of Furniture the forests of West Virginia furnish an inexhaustible supply of soft poplar, which by easy and cheap transportation over the Baltimore and Ohio Railroad, can be obtained on the most reasonable terms, while the competition between the western sections of this Road and the Pennsylvania Central, enables our manufacturers to obtain their supplies of black-walnut from the forests of Indiana, at less cost than those of the North and East, whose distance is more remote. This, in addition to the fact that the cost of living and labor is cheaper in Baltimore, has led to a very rapid development of the business; and in the last five years the manufacture and sale of Furniture have been more than doubled; while many new firms have been added to those already in existence.

As an indication of the enlargement of the trade and the low prices in this city, it may be stated that during the past year extensive orders for Sewing Machine Frames have been received by our manufacturers from the large towns of the North, and have been filled so satisfactorily as to lead to a repetition of the orders. Every style of Furniture, from the richest and most chaste designs for parlors, drawing-rooms, chambers, and offices, to the less pretentious cabinet setts, is manufactured with equal care and skill. Those engaged in the business have displayed great enterprise; and have not contented themselves with their own resources in the selection of patterns, but have made it a point to visit localities where Furniture is largely manufactured, and study the ingenuity and tastes of other sections. Thus the most fastidious and refined taste can be gratified in our city.

A certain amount of European Furniture is imported here, to supply the demand of those who can afford the luxury of foreign styles, but the skill of our handicraftmen has so thoroughly kept pace with the spirit of modern improvement that this is generally conceded to be totally unnecessary. From accurate information, we are able to state that fully $1,500,000 are invested in the business, 2,000 hands are employed, and the annual sales amount in the aggregate to $3,000,000. Besides the local trade, vast quantities of Furniture are shipped from this city to the South and West. During the year 1872, shipments were made to the West Indies and South America, giving promise of a valuable trade to that direction.

FURNITURE! FURNITURE! FURNITURE!

THE POPULAR FURNITURE HOUSE OF

KLIPPER, WEBSTER & CO.

7 SOUTH CALVERT STREET, BALTIMORE.

Parlor and Cabinet Furniture of Every Description.

FOR THE PARLOR.

New and Elegant Designs of Parlor Suites in Brocatelle, Silks and Reps of Every Shade; also, in Hair Cloth, Beautiful and Durable.

FOR THE CHAMBER.

Full Walnut Suites (10 pieces each) of plain, massive and elaborately carved Chamber Suites, beautifully veneered and polished in French wood.

COTTAGE SUITES,

In great variety, SUBSTANTIALLY FINISHED, AND AT LOWEST MANUFACTURERS' PRICES.

OTHER FURNITURE,

Including plain, handsome and magnificently finished DRESSING CASES, in *Sienna*, *Tennessee* and *Italian* marble; also, a complete line of SIDEBOARDS, BUFFETS and ETAGERES, plain and elalaborately carved, and finished with *Imported and Domestic Marbles.*

Walnut and French Veneered SECRETARIES, BOOK-CASES; single and double Walnut and Poplar BEDSTEADS, BUREAUS and WARDROBES, at *all prices.*

CHAIRS,

Finished in Hair, Cane and Wood, including Easy-Chairs of modern styles and patterns, Arm-Chairs of every description, Rockers, and Wood of **Forty Different Styles.**

MATTRESSES.

Hair, Cotton Top and Shuck Mattresses, *our own manufacture*, always on hand and made to order of any size, quality and price.

NOTE.—Our long experience and superior facilities enable us to offer advantages to purchasers not excelled by any similar House in Baltimore. We invite an inspection of our large and complete stock, and guarantee to purchasers satisfaction in every respect.

Charles P. Stevens, Manufacturer of Cabinet Furniture,

SCHOOL DESKS, SETTEES, MATTRESSES, SEWING MACHINE CASES, &c.

Office

AND

Warerooms,

No. 3

S. CALVERT ST.

INCLUDING

Carroll Building.

Factory,

No. 6

LOW STREET.

LUMBER YARDS,

EUTAW,
FRONT and
HIGH STS.

BALTIMORE.

Catalogue and complete Price List of Goods sent on application by mail.

WILLIAM J. HISS,

FURNITURE

Upholstering and Decorations,

128 W. FAYETTE STREET,

BALTIMORE.

Pianos.

THE wonderful advances made during the present century in all departments of industry have been no-where more marked than in the development and improvement of Pianos—and it is a matter of just pride to Americans, that the world is indebted to this country, for many of the advantages which modern instruments possess. The largest Piano factories on the globe are located in the United States, and owing to the thrift and independence of the laboring classes, and the facilities for advancement offered them through our institutions, and mode of government, and the elevation of taste thus acquired, the number of these instruments sold annually is immense. During the year 1865, one hundred and eighteen thousand, two hundred and eighty Pianos were made in this country, and the trade in these instruments amounted to $59,284,673. What the increase has been since that date is a matter of conjecture, but the fact that the Piano has become almost as necessary in the humblest households, as the most useful article of furniture, forbids the idea that there has been any diminution in the statistics of the trade.

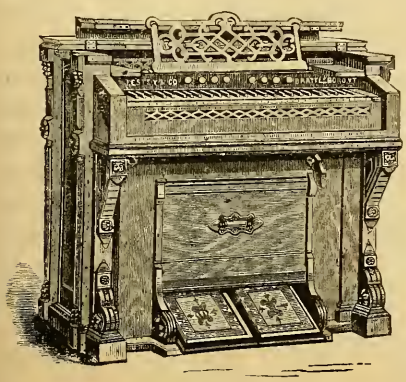
Baltimore has obtained her full share of this great and increasing business. There are a number of factories in this city, among which is the establishment of Wm. Knabe & Co., one of the largest in the United States. William Knabe, the founder of the firm, (since deceased), came to this country and commenced the manufacture of Pianos on Liberty street, in 1837. Their beginings were humble—large investments in an untried branch of trade were then unheard of, and a wide-spread and deeply rooted prejudice existed in favor of articles from abroad. The superior delicacy of tone, which still so distinguishes the instruments of the Firm, gradually attracted the attention of competent judges and the germ of a factory rapidly developed into mammoth proportions. The great increase in the business of the Firm, necessitated the abandonment of their original location, and the selection of another site; and since 1855, their factory has been in operation on Eutaw street. Wm. Knabe & Co. manufacture annually from 1,500 to 2,000 Grand and Square Pianos which are shipped to all portions of the United States, but principally

to the South and West, with which sections their business relations are of an extensive character.

The prices of these instruments vary from $500 to $1,500. The difference in price, is occasioned chiefly by the outside ornamentation, carving, tracing &c.; the cheaper instruments being as melodious and powerful as the most costly. The advantages claimed for them by Knabe & Co., are that their method of constructing the "action" is peculiar, which imparts to the instrument an unsurpassed delicacy and fullness of tone; that the woods used in their construction are selected with the utmost care, and with all the known tests, and are thoroughly seasoned before being worked up; and that before a Piano is taken from the factory, the proprietors always assure themselves of its excellence and durability. That this is no idle boast is attested by the reception of more than eighty medals and premiums at various exhibitions and by the approval of such artists as Thalberg, Gottschalk, Heller, Strakosch, Marmontel, Vieuxtemps and others, and also, by the reception of a number of orders for work from distinguished artists in Europe. The firm has a branch establishment in New York, and an agency in Boston.

Musical Instruments.

MOST of the different varieties of Musical Instruments are manufactured in Baltimore, and in many instances rare skill is displayed in their production. For twenty years the manufacture of Organs has formed an important feature among the industries of the city and of late the orders from neighboring states have attested the estimation in which they are held for finish and excellence of tone. Church Organs, ranging in price from $1,000 to $50,000 are constructed here and large numbers of them are shipped to the South and West, and some because of their tone and compass are sent to Eastern markets. In a number of our finest churches are to be seen specimens of the Organs manufactured in this city.



H. SANDERS & CO.

General Agents and Wholesale and Retail Dealers in the

"Estey" Organs

Steinway and Bradbury Pianos,

79 W. FAYETTE ST., BALTIMORE.

The "ESTEY" is the acknowledged LEADING ORGAN everywhere. Call and examine our splendid stock. Special terms to Churches, Sunday Schools and Clergymen.

SHEET MUSIC AND MUSIC BOOKS.

Jewelry.

AMONG the many branches of industry which minister to the importance and add to the wealth of our city may be mentioned the manufacture and sale of Jewelry. A number of large houses are established in Baltimore, with extensive capital, and employing many hands. All the different styles of Jewelry known to the trade are manufactured with skill and neatness, and our Jewelers have always endeavored successfully to meet the popular taste so excessively variable in this regard. The various precious stones of which large and costly stocks are always on hand, are set in Baltimore with an elegance and finish that cannot be surpassed. Silver ware is manufactured here to a very considerable extent, and as every place has its peculiar styles, supplies of Baltimore-made Ware are eagerly sought by Jewelers from the neighboring cities. Watches of all kinds, both of American and foreign manufacture, from the most expensive to the least costly, are sold by the trade as low as can be obtained from the manufacturer. In addition, the rarest of foreign Bijoutry is imported direct to this city, and the shelves of our best Jewelers are beautifully adorned with these articles. A prominent characteristic of this branch of industry in Baltimore is the thorough reliability of the gentlemen engaged in it. They are among our most highly esteemed citizens and purchasers coming to this city can be assured that they get what they buy.

ESTABLISHED 1834.

CANFIELD, BRO. & CO.

Corner Baltimore and Charles Streets,

BALTIMORE,

Wholesale and Retail Importers and Dealers in

WATCHES,

Diamonds, Pearls, Rich Jewelry

STERLING SILVER WARE,

Triple Silver Plated Ware; Gilt, Bronze and Marble Clocks, Gilt and Bronze Figures, and Ornaments, Bisque and Parisan Figures, Rich Porcelaine Vases, Gilt and Leather Vienna Goods, Opera Glasses, Fans, Music Boxes and Fancy Goods.

AMERICAN WATCHES A SPECIALTY.

Established 1800.

GEORGE T. SADTLER. GEORGE W. SADTLER.

G. T. SADTLER & SONS,

OPTICIANS,

No. 212 West Baltimore Street, Baltimore,

Importers, Manufacturers and Dealers in

Spectacles, Watches, Jewelry, Silver Ware, &c.

Special attention paid to adaptation of Glasses to the Eye.

Prompt attention given to repairing Watches and Jewelry.

GEO. W. WEBB,

Goldsmith and Jeweller,

(Adjoining the Carrollton Hotel,)

DEALER IN

DIAMONDS, RICH JEWELRY, FINE WATCHES, CLOCKS & BRONZES, STERLING SILVER AND PLATED WARE.

Particular attention is paid to neatness and durability in the manufacture and repair of Jewelry. Watches repaired by experienced workmen.

CHARLES. W. BLAKE.

PRACTICAL.

Watchmaker & Jeweler,

AND DEALER IS

FINE WATCHES, JEWELRY, SILVER AND PLATED WARES,

No. 3 North Charles Street,

BALTIMORE.

Clocks, Watches and Jewelry Carefully Repaired.

Plated Ware.

THE manufacture of Plated Ware was begun in this City about twenty years ago on a small scale. The care and skill displayed in its production led to a gradual expansion of the business, and at present Baltimore can boast of an extensive establishment fitted with all the modern improvements in machinery, and with a capacity for all classes of work. Gold and Silver Plated Work and Britannia Wares are produced, which for excellence of workmanship and beauty of design will compare favorably with similar articles in any portion of the country.

The fact that the styles of the various factories in America are very different, and that dealers are compelled to have samples of each, has led to the introduction of Baltimore Plated Ware in all sections of the country, and it has been received with favor wherever sent. The business is largely on the increase and dealers can supply themselves in this market upon terms quite as reasonable as are offered elsewhere.

Maryland Britannia and Gold and Silver Plate Works

ESTABLISHED 1850.

WM. HOLMES,

SALES ROOM, No. 3 N. CHARLES ST.

Office and Factory, Nos. 50 and 52 Holliday St.

BALTIMORE.

Tin.

THE Tin Trade of Baltimore, allusion to which has already been made in a previous article, has wonderfully developed in the last few years. The demand for Tin is always large in a great city, where it is so lavishly used for household purposes, and of late for coverings for the roofs of buildings; but this demand has been measurably increased of late by the rapid multiplication of oyster and fruit packing houses, and their immense consumption of the article in the course of their business. As no Tin mines exist in this country, the raw material is of course imported from abroad; but the favorable terms under which it can be brought to this market has led to its importation

in large quantities. We give the statistics of importation from the books of the Custom House for the year 1871, and the first ten months of 1872:

	For 1871.	
	Boxes.	*Value.*
January	150	$820.00
February	16,785	93,189.00
March	29,900	170,648.00
April	13,817	79,635.00
May	14,387	83,042.00
June	8,550	48,058.00
July	9,928	55,160.00
August	13,825	81,116.00
September	18,197	104,122.00
October	11,582	66,742.00
November	10,289	58,224.00
December	18,186	106,194.00
Total	165,596	$946,950.00

	For the first ten months of 1872.	
	Boxes.	*Value.*
January	16,261	$98,052.00
February	14,723	98,508.00
March	18,242	132,112.00
April	15,898	119,933.00
May	25,452	205,489.00
June	8,186	73,860.00
July	11,095	101,880.00
August	20,668	188,246.00
September	29,562	272,921.00
October	18,569	164,518.00
Total	178,656	$1,455,519.00

It will be seen from the above that the importation of this article has increased in value in the first ten months of the year 1872, $508,569 over the entire importation of 1871. The demand for the raw material is increasing with each successive year. Oyster and fruit packing houses are springing up in the city, while the large wholesale houses which deal in the article are multiplying in number and extending their business. All materials requiring Tin for their manufacture are made in Baltimore in a style of finish and excellence comparable with any other sections of the country, and at rates which offer inducements to purchasers. Besides supplying the demand for the article in this city the wholesale trade is constantly in receipt of orders from Virginia, West Virginia, West Pennsylvania and all the Southern States.

GALVANIZED IRON CORNICES.

JAMES W. GEDDES,

Tin, Galvanized Iron, Copper, Lead, Zinc & Iron Roofing,

Spouts, Gutters, &c.

67 & 69 North St., Baltimore.

AGENT FOR E. G. SMYSER'S VARIETY IRON WORKS, YORK, PA.

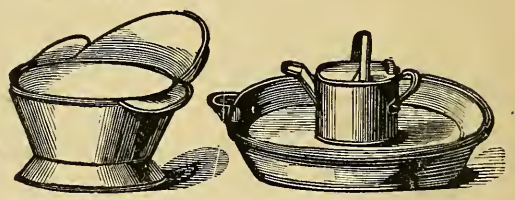
ALFRED H. REIP. J. HENRY REIP.

REIP & SON,

MANUFACTURERS OF

PLAIN & JAPANNED

TIN WARE



AND DEALERS IN

Wooden Ware and Housekeeping Articles,

335 W. Baltimore Street, BALTIMORE.

Type Foundries.

AMONG the other industries in which Baltimore has made some progress, is Type manufacture. Two factories are in operation, employing a number of hands, and absorbing considerable capital. All the various styles of type are manufactured with skill and elegance, that rival the workmanship of any similar factories in the larger cities of this country, and orders are filled as cheaply here as elsewhere.

RYAN & RICKETTS,

Type, Stereotype and Electrotype Founders.

Brass and Bell Founding.

THE Brass and Bell Founding interest has been largely developed in Baltimore. The introduction of gas in our cities and towns, the extension of water facilities, and the almost universal application of gas and water to public and private buildings have created an enormous demand for the necessary fixtures, and have led to such expansion of the resources and capacity of the establishments in this city as enables them to compare very favorably with those in any other section of the country. All articles pertaining to this branch of industry, viz: Plumbers' Brass Work, Water, Gas and Steam Fixtures, and Apparatus and Bells of all descriptions, are manufactured by them in quantities to suit the increasing trade, and with a perfection and finish which are unsurpassed.

The metals of which the articles in this department are composed, such as tin, zinc, copper, &c., are usually obtained direct, and plumbers' earthen-

ware is imported from Europe. So that Baltimore possesses every facility for supplying the trade at the lowest prices, and it gives us pleasure to state that the trade is rapidly increasing, especially with the South and West.

Henry McShane & Co.'s Brass Works were established in 1856. The firm has rapidly enlarged its sphere of operations, and is to-day one of the largest establishments of that character in the United States. The Works are located on North street, the building occupying a front two hundred and fifteen feet with a depth of one hundred and fifty feet. Two hundred and sixty hands are employed by the firm, of whom sixty are engaged in their Phœnix Iron Works, Holliday street, where six tons of iron are run down daily into light castings for plumbers' and machinists' use. Electro-plating in silver and gold forms a very important feature of the work of this firm.

The establishment of Regester & Sons, on Holliday street, is very extensive, and employs a large number of operatives, many of them skilled workmen. A special feature of this Foundry is its manufacture of Bells, the excellence of workmanship displayed therein recommending the firm throughout the country.

Henry McShane. **John McShane.**

HENRY McSHANE & CO.

GENERAL

BRASS FOUNDERS and FINISHERS

Nos. 147 to 161 North Street, Baltimore,

MANUFACTURERS OF ALL KINDS OF

BRASS COCKS, Globe, Check and Safety Valves; Water Gauges and Gauge Cocks.
BRASS CASTINGS, for STEAM ENGINE and RAIL ROAD purposes.
BRASS PUMPS of all kinds.
WROUGHT IRON PIPES, Malleable Fittings, Bartholomew Patent Water Closets.
IMPORTERS INGOT COPPER & PLUMBERS' WEDGEWOOD WARE.
Dealers in Banca Tin, Pipe and Sheet Lead, Solder and Babbitt's Metal.

PROPRIETORS OF

PHŒNIX IRON WORKS,

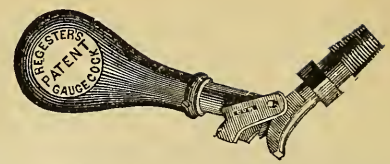
85, 87 & 89 HOLLIDAY STREET,

CAST IRON PIPE,

For Sewer, Drain, Steam and Water, BENDS, BRANCHES, TRAPS, BATH TUBS, Hoppers, etc., etc.

ALL KINDS MACHINE CASTINGS.

BRANCH HOUSE, 1312 Broadway, New York.



Baltimore Bell and Brass Works,

JOSHUA REGESTER & SONS,

Nos. 53 and 55 N. HOLLIDAY STREET, BALTIMORE.

E. F. BROOKS,

SPECIALTIES
IN

CRYSTAL, BRONZE & GILT

CHANDELIERS.

Staple Goods at Factory Prices.

PLUMBING IN ALL ITS BRANCHES.

None but First-Class Workmen Employed.

17 N. EUTAW STREET,

BALTIMORE.

John H. Haskell's

Old Established

CARD, LEATHER BELTING

And Hose Manufactory,

ALSO A LARGE STOCK OF

COTTON

AND

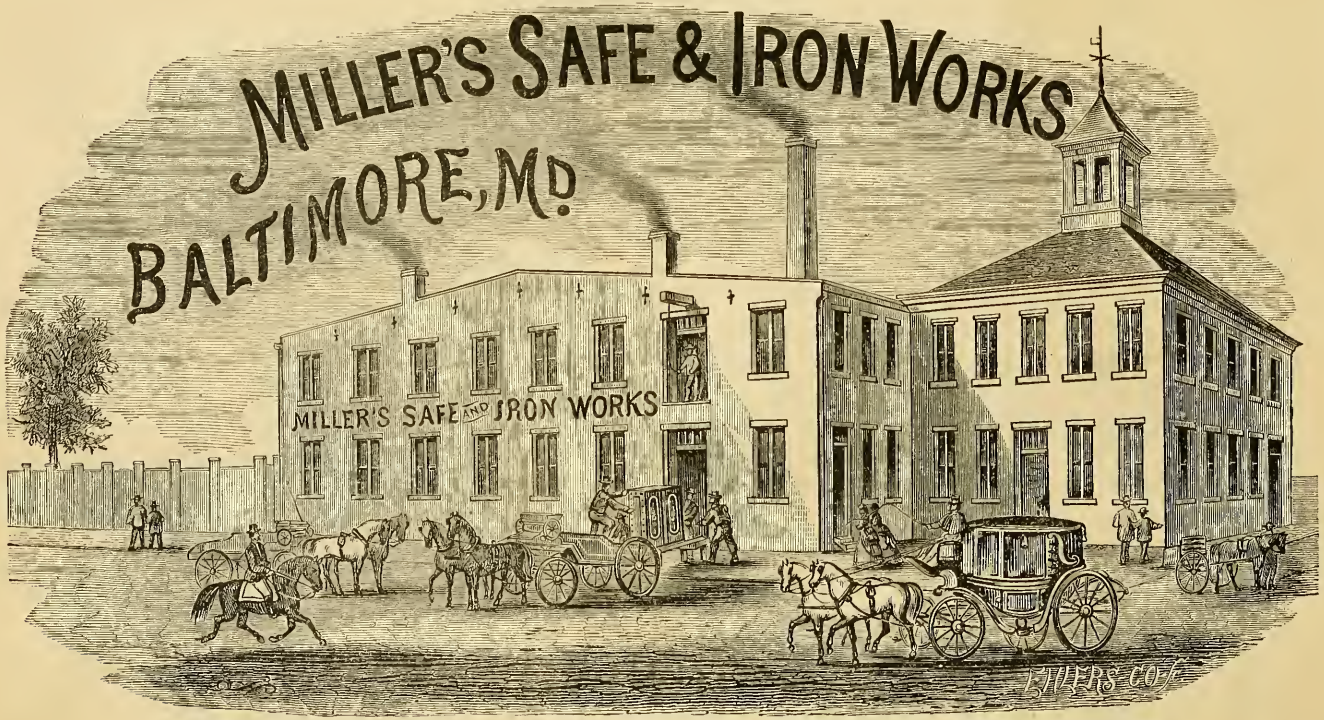
Woolen Manufacturers'

AND

Railroad Supplies

On hand, or furnished to order.

ESTABLISHED 1857.



FACTORY.—Square bounded by Henrietta, Claret, Fremont and Warner Streets.

Iron.

THE Iron Trade of Baltimore is one of her most prominent interests. The very ground upon which the city is built is an ore-bank, and the neighboring hills teem with this valuable metal in the crude state, ready to be manipulated at the least possible expense, for the purposes of trade. The Iron made from this ore has the highest reputation for car-wheels and malleable purposes. It is known all over this country and is in great demand from the extreme East to the West, being considered by the trade superior to all other Iron for such uses. The numerous water courses in the vicinity of Baltimore immediately adjacent to the main lines of communication, offer admirable facilities for smelting ore, while the railroads running directly to the coal mines, or the localities where charcoal is prepared, reduce the cost and transportation of fuel to a minimum figure, which enables manufacturers to produce the metal with profit to themselves, and at reasonable rates to consumers. The furnaces which supply the trade of Baltimore are twenty-six in number, of which twenty-three are at present in blast, and doing a very active and increasing business. Of the above, fifteen are charcoal furnaces, four anthracite, and three are coke. The production of Iron in the aggregate, amounted in 1872, to 54,000 tons. In connection with these furnaces are a number of Bar and Plate Iron Works, which do a heavy business—one company alone running four Plate Mills, which yield an annual product of $1,000,000 in value. Aside from the Rolling Mills of the great railroad corporations, which have termini in this city, there are works for the manufacture of Railroad and Plated Iron, Car-Wheels, Rivets and Spikes, Boilers, Steam Engines, &c., &c., which in magnitude and excellence of workmanship will compare favorably with similar manufacturing establishments in any portion of the country.

THE ABBOTT IRON COMPANY,

MANUFACTURERS OF

RAILS, BOILER AND PLATE IRON,

BALTIMORE.

CONTRACTS MADE FOR RE-ROLLING RAILS.

C. H. ASHBURNER, President. J. S. GILMAN, Vice-President. J. A. L. MORRELL, Treasurer and Secretary.

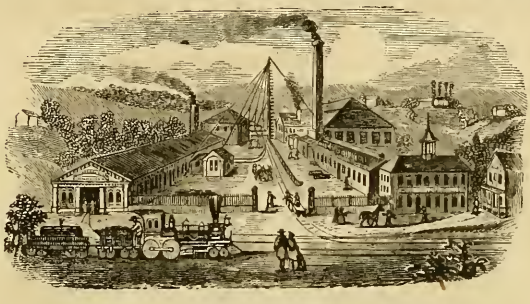
ESTABLISHED 1871.

ROBERT POOLE. GERMAN H. HUNT.

POOLE & HUNT,

FOUNDERS & MACHINISTS,

WORKS AT WOODBERRY, Baltimore Co.



Northern Central Railway,

MANUFACTURERS OF

PORTABLE & STATIONARY STEAM ENGINES,

STEAM BOILERS,

Babcock & Wilcox's Patent Tubulous Steam Boiler,

THE CELEBRATED

Leffel Patent American DOUBLE TURBINE WATER WHEEL,

THE BEST WATER WHEEL IN EXISTENCE.

CIRCULAR SAW MILLS, GANG SAW MILLS,

EBAUGH'S PATENT CRUSHER FOR MINERALS, &c.

MINING MACHINERY, GRIST MILLS,

FLOURING MILL MACHINERY, HYDROSTATIC PRESSES,
SHAFTING, PULLEYS AND HANGERS.

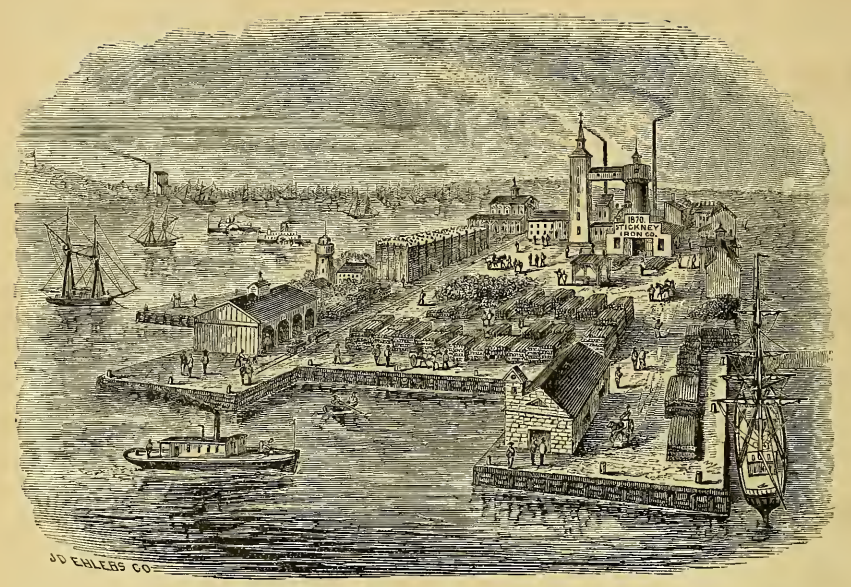
Machinery for White Lead Works, Cotton Seed and other Oil Mills.

The Proprietors possess in their extensive and well appointed Workshops, (between which and the Office there is instantaneous communication by means of Magnetic Telegraph Wires,) unsurpassed facilities for the Manufacture of MACHINERY and CASTINGS of the largest and heaviest character, and of the best quality, both as regards materials and workmanship. They will be pleased to have a call from any who are in want of good Machinery in their line of manufacture, or to reply to inquiries by mail; and promise their best effort to please purchasers, both as to quality and price.

ADDRESS,

POOLE & HUNT,
BALTIMORE.

Established 1851, not "1871" as printed above.



STICKNEY IRON COMPANY,

CLINTON STREET, CANTON.

CHARCOAL PIG IRON.

J. H. STICKNEY, PRESIDENT. WILLIAM OLIVER, JR., MANAGER.
WILLIAM HARVEY, SECRETARY. REED, STICKNEY & CO., SELLING AGENTS.

OFFICE,—No. 42 SECOND STREET,

BALTIMORE.

TROXELL, HANDY & GREER,

AGENTS FOR

ANTHRACITE, CHARCOAL AND COKE PIG IRON,

AND

CHARCOAL HAMMERED BLOOMS.

Dealers in Bar, Bundle and Sheet Iron; Cut Nails and Spikes; Horse and Mule Shoes, &c.

Corner Charles and German Sts. BALTIMORE.

WM. KEYSER. H. IRVINE KEYSER

KEYSER BROTHERS & CO.

AGENTS FOR

ANTHRACITE, CHARCOAL & COKE PIG IRON,

SCOTCH PIG IRON,

DEALERS IN ALL DESCRIPTIONS OF

Bar, Sheet and Boiler Plate Iron, Cast and Spring Steel, Nails and Horse Shoes.

CORNER CALVERT AND GERMAN STREETS,

BALTIMORE.

MONUMENT IRON WORKS.

DENMEAD & SON,

Corner North and Monument Streets, Baltimore,

MANUFACTURERS OF STATIONARY AND PORTABLE

STEAM ENGINES AND BOILERS

OF ALL SIZES.

DAVID'S PATENT PULVERIZING MILLS, for Guanos, Bones and other hard substances.

GRIFFITH & WUNDRAM'S PATENT SAFETY-TUBE BOILERS.

THE BALTIMORE STEAM BOILER WORKS,

No. 25 SOUTH FRONT ST.,

BALTIMORE,

Manufacture STEAM BOILERS of every description,

TANKS, STILLS,

AND ALL KINDS OF PLATE IRON WORK.

C. W. BENTLEY, PRESIDENT. JNO. E. BENTLEY, SECRETARY.

JOHN T. COLEMAN. SAMUEL G. TAYLOR.

COLEMAN & TAYLOR,

BOILER MAKERS,

CORNER HOLLIDAY AND HILLEN STREETS,

Near Hillen Street Bridge, BALTIMORE.

Manufacturers of all kinds of BATH and STEAM BOILERS, WATER TANKS, OIL STILLS, SMOKE STACKS, &c., &c.

PARTICULAR ATTENTION GIVEN TO REPAIRS.

THOMAS C. BASSHOR & CO.

28 Light Street, Baltimore,

Manufacturers and Dealers in

BOILERS, ENGINES, PUMPS,

Plain and Galvanized Iron Pipe,

Fittings, Brass Work, Heaters, &c.

Steam Heating in all its branches.

SOLE AGENTS FOR

Bacon's Hoisting Engines, Earle's Patent Steam Pump, Pickering's Governor and Valve, Champion's Patent Boiler Feeder, American Steam Guage Co.'s Steam Guages, Brown's Low Water Reporter, &c. &c.

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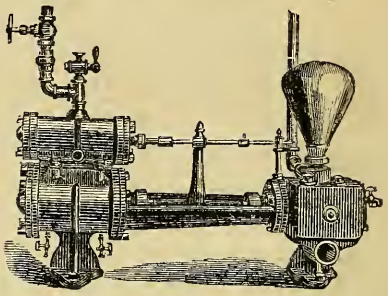


C. REEDER & CO.

No. 51 Hughes Street, Baltimore,

MANUFACTURERS OF

MARINE

AND

STATIONARY STEAM ENGINES.

Machinery and Castings of all kinds.

FLYNN & EMRICH,

50, 52 and 54 North Holliday Street, Baltimore,

MANUFACTURERS OF

Steam Engines & Boilers, Iron & Wood Working Machinery, Presses, Punches, Dies and Tinners' Tools of every description, and all kinds of Machinery.

SOLE AGENTS FOR

Knowles' Patent Steam Pump, New York Safety Steam Power Company's Engines and Boilers, and Clogston's Patent Steam Heating Apparatus.

STEAM HEATING, WITH CLOGSTON'S HIGH OR LOW PRESSURE STEAM HEATING APPARATUS, for Warming and Ventilating Public and Private Buildings, Mills, Factories, Green Houses, Graperies, &c. The above apparatus may be seen in operation at our own establishment.

CUMBERLAND DUGAN & CO.

No. 26 SOUTH CHARLES ST., BALTIMORE,

KEEPS ALWAYS ON HAND A LARGE ASSORTMENT OF

ENGINES and BOILERS,

BOTH STATIONARY AND PORTABLE.

LATHES, PLANERS and DRILLS for working in Iron; LATHES, PLANERS and MOULDING MACHINES; MORTICING MACHINES and SAW TABLES for working in Wood; ANVILS, VISES, BELLOWS, NUTS and WASHERS; WROUGHT IRON and CAST IRON PIPE, for Gas and Water; PORTABLE FORGES and DRILL PRESSES for Blacksmiths; STEAM PUMPS, all sizes, &c. &c.

STEAM ENGINES

AND

STEAM ELEVATORS

FOR

Hotels, Stores, Warehouses, &c., &c.

ALSO,

HOISTING ENGINES

For Shipping, Wharves, Coal Yards, Mines, Tunnels, &c.

MANUFACTURED BY

SNOWDEN & COWMAN,

86 W. Fayette Street,

BALTIMORE.

JAMES BATES,

IRON FOUNDER

AND MANUFACTURER OF

PATENT ELEVATORS

For Warehouses, Hotels, Dwellings, &c.

CORNER PRATT AND PRESIDENT STREETS,

BALTIMORE.

ANDREW MERKER. GUSTAV KRUG.

A. MERKER & KRUG,

Manufacturers of every Description of

IRON WORK

S. W. Cor. Saratoga and Jasper Streets,

BETWEEN EUTAW AND PACA,

BALTIMORE,

Such as Wrought and Cast Iron RAILINGS, DOORS, SHUTTERS and SAFES, and are prepared to put up work in the city and country at the shortest notice, and on reasonable terms. All Orders promptly attended to.

HUTCHINSON BROS.

MANUFACTURERS OF THE

NEW "FLAT TOP"

Baltimore Kitchener Range,

AGENTS FOR THE

Golden Eagle Furnace,

No. 14 LIGHT STREET,

BALTIMORE.

WM. E. WOOD & CO.

Inventors and Manufacturers of the

PARIS RANGE,

SIX SIZES, FOR FAMILIES AND HOTELS.

Also of the Lightning and Parlor Sun Fire Place Heaters.

Agents for the Lawson Hot-Air Furnaces, Warren Upper Oven Ranges, and the most approved Cook and Heat Stoves, Grates, Registers, &c.

Special attention paid to the manufacture and erection of GOLD'S STEAM HEATING and VENTILATING APPARATUS; New Forms of Cast Iron Direct and Indirect RADIATORS, for Steam or Hot Water; Agents for CONDE'S CHALLENGE STEAM PUMP and AMERICAN GOVERNOR; Dealers in Wrought Iron PIPE, FITTINGS, VALVES, COCKS, and MACHINISTS' SUPPLIES GENERALLY.

WM. E. WOOD & CO., *cor. Baltimore & Eutaw Sts., Baltimore.*

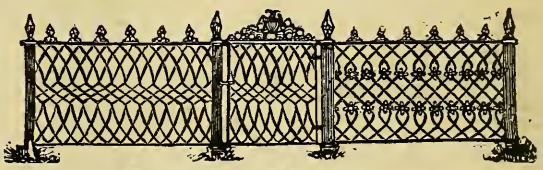
DUFUR & CO.

No. 36

N. HOWARD ST.

BALTIMORE,

Manufacturers of



WIRE RAILING,

Wire Grating, Sieves, Fenders, Cages, Wire Cloth, Coal and Sand Screens, also Iron Bedsteads, Chairs, &c.

SAML. R. WAITE,

MANUFACTURER OF

Ship, Steamboat and Yacht Fixtures,

SHIP CHANDLERY, HARDWARE

Anchors and Chains,

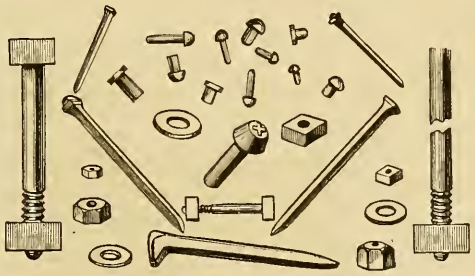
HUGHES AND COVINGTON STS., SOUTH BALTIMORE.

Rivets and Spikes.

IN 1865, a Factory was established in this city, under very modest auspices, for the manufacture of Rivets and Spikes. The concern prospered, and from time to time was enlarged. It passed subsequently into the hands of one of our most energetic citizens, and has become one of the largest establishments in America. That which was originally a mere machine shop possesses to-day a capacity almost unlimited for the manufacture of all the smaller articles known to the trade in connection with Railroads, Boilers, &c., such as Rivets and Spikes, Bolts of all kinds, Nuts, Washers, Wood Screws, &c. Already the trade in these articles from this Factory has assumed large proportions in our city and elsewhere. Large quantities of them are shipped through the country, North, South and West, and the trade is on the increase. Purchasers can be supplied in our city at the most reasonable rates, and the skill displayed in their production is a guarantee that buyers will be satisfied.

Removed to Corner President and Fawn Streets.

Wm. Gilmor
OF WM.
No. 1 East Pratt St.
BALTIMORE.



RIVETS, BOLTS,
NUTS,
SPIKES,
Washers, Bolt Ends, &c.

ENOCH PRATT. HENRY JANES.

E. PRATT & BROTHER,

27 and 29 South Charles Street, Baltimore.

IRON, CUT NAILS, SPIKES,
HORSE AND MULE SHOES.
Taunton Yellow Metal and Cumberland Coal.

Wm. Knabe & Co., Piano-Forte Manufacturers,
Ware-Rooms, No. 350 West Baltimore Street, Baltimore.
112 FIFTH AVENUE, NEW YORK CITY.

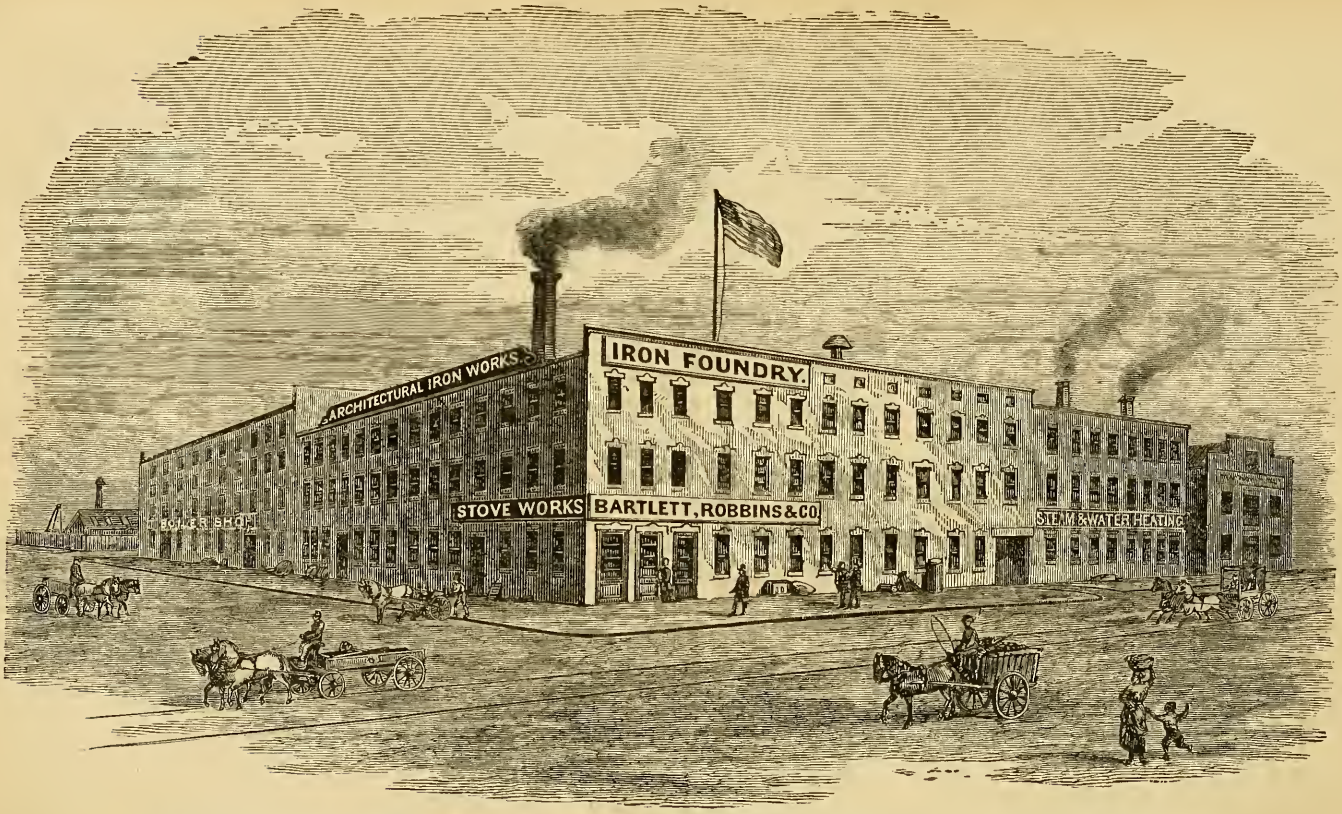
BRYANT, STRATTON & SADLER Business College.

Nos. 6 and 8 N. Charles Street, Baltimore. *W. H. SADLER, Pres't.*

Architectural Iron Works.

OF the many uses to which Iron is put, none are more comprehensive than the modern application of it in the erection of warehouses. The advantages claimed for buildings constructed of this material are ease in embodying any architectural design, economy in cost, space, moving or rebuilding, security against atmospheric phenomena, such as lightning, moisture, &c.; ease of ventilation, durability of material and immunity from fire. We have in Baltimore one of the largest establishments in the country for the manufacture of Architectural Iron Works. Bartlett, Robbins & Co. began business in 1844 as stove founders. They soon added the manufacture of railing and ornamental work generally, and later on added the business of Architectural Iron Work proper. A large number of first-class iron buildings have been erected by them in this city; among which may be mentioned, as monuments of their skill, and admirable illustrations of the advantages of this new method of house-building, the following: the Tracy Building, Baltimore street; Numsen Building, Light street; Consolidated Building, corner German and South streets; Office Building of George R. Vickers, German near South street; McCreery Building, corner German and Sharp streets; Gary Building, on Hanover street; Noah Walker Building, on Baltimore street above Howard; and J. W. Bond & Co.'s Building, Nos. 90 and 92 West Baltimore Street, opposite Post Office Avenue.

The Works of this firm are very extensive, embracing every facility for the manufacture of material used in the construction or enjoyment of an iron building to the minutest detail; walls, floors, doors, windows, roof, porticoes, balconies, cornices, vaults, ventilators, fences, gates, fountains, vases, statuary, chairs, settees, gas and water fixtures, a heating apparatus, ranges or cooking stoves, parlor stoves, grates, brackets, stable fixtures, iron pavements, pots and kettles, culinary implements, bedsteads, in fact everything except beds and bedding, and science will doubtless ere long find some means of remedying this apparent difficulty. Independent of the work done in Baltimore by Bartlett, Robbins & Co., they are constantly in receipt of orders from other cities, and already have erected many iron buildings in New York, Richmond, Raleigh, New Orleans, Galveston, as far as Portland, Oregon, where they erected the "Corbett Hall," a building constructed at their works in Baltimore and carried around Cape Horn to its destination on the Pacific.



FOUNDRY, COR. SCOTT AND PRATT STS.

OFFICE, 24 LIGHT STREET.

Iron Bridge Building.

IRON Bridge Building, since the advent of Railroads in this country has assumed mammoth proportions. The multiform character of the work, the exceeding nicety required in construction, and the eminent engineering skill necessary, have made it a very important branch of industry, and have led to the employment of some of the ablest minds in America. Baltimore in this regard occupies a prominent position, in fact she is not second to any of our large cities. Two extensive Firms, the Patapsco Bridge and Iron Works, and the Baltimore Bridge Company have been established in this city with branches in other places. The former especially has erected very extensive works in our midst necessitating a large outlay of capital and requiring for their operations a heavy laboring force. Collectively these Firms have manufactured twelve miles of Bridging and Trestle-work. To mention in this work the names of the various railroad corporations that have sought their skill would exceed the limits necessarily allotted to this department. Suffice it to say, their industry may be seen on nearly every railroad in this country, and on a number of railroads in South America. The Patapsco Bridge and Iron Company have built two and a half miles of Bridging and Trestle-work in North Carolina, crossing and connecting both branches of the Cape Fear River, and using Pneumatic Piles instead of masonry, and passing through three separate strata of rock in the bed of the river, encountering in the last two strata cypress trees from ten to thirty inches in diameter, and in a perfect state of preservation. They have also constructed Bridges in Cuba and Mexico; and the numerous Bridges built in this city and on the railroads and county roads leading out of it, bear ample testimony to the estimation in which they are held.

The Baltimore Bridge Company constructed the St. Charles Bridge across the Missouri River 6,675 feet in length and 90 feet above low water, the Rock Island Bridge across the Mississippi 1,840 feet in length, the great Varrugas Viaduct which spans one of the deep chasms in the heart of the Andes 12,000 feet above the level of the sea, on wrought iron pins at a maximum elevation of 252 feet, and a number of other works which attest their skill. The science of pneumatics has been specially availed of, and piles of the largest dimensions ever yet sunk have been successfully laid in the swamps of North Carolina. It must be borne in mind, in order to appreciate the extent of this business in Baltimore, that the Baltimore and Ohio Railroad builds its own Bridges. A better market than our city for those in need of this kind of work cannot be found in the world. There are very extensive iron and machine shops in Baltimore comprehensive in their scope, where every class of iron-work is done.

BALTIMORE BRIDGE CO.

54 LEXINGTON STREET,

BALTIMORE.

71 BROADWAY, - - New York.

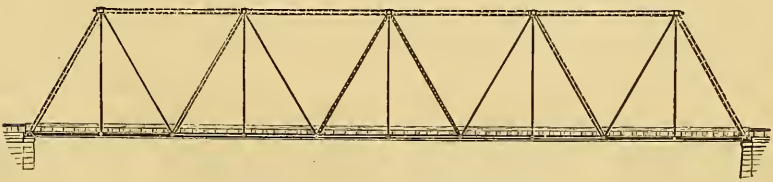
C. SHALER SMITH,
PRESIDENT AND CHIEF ENG'R.

T. H. SMITH,
ASSOCIATE ENG'R AND GEN'L SUP'T.

C. H. LATROBE,
ASSOCIATE ENG'R, SECT'Y AND TREAS'R.

C. C. WRENSHALL,
SUP'T OF ERECTION.

BENJAMIN H. LATROBE, Consulting Engineer.



DESIGN AND CONSTRUCT

Iron, Steel and Composite Bridges and Roofs

OF ANY FORM AND SPAN DESIRED.

Our Patent Wrought-Iron Viaducts and Trestles for crossing deep Ravines and wide Valleys are a specialty.

We refer to the Rock Island Bridge across the Mississippi, built for the United States; to the St. Charles Bridge across the Missouri, on the North Missouri Railroad; to the Varrugas Viaduct for the Lima and Oroya Railroad, Peru, 252 feet high. These with numerous other Railroad and Highway Bridges, &c., amount to an aggregate of 41,000 lineal feet of Bridging and Viaduct, designed and constructed by us during the past six years. We are prepared to furnish first-class

COUNTY ROAD-BRIDGES,

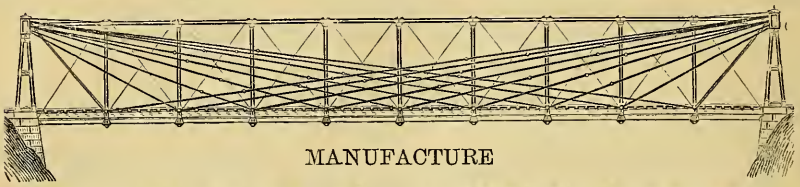
And Commissioners can obtain any desired information from us.

Lithographs Sent on Application.

PATAPSCO BRIDGE AND IRON WORKS,

WENDELL BOLLMAN, PROPRIETOR,

The only Establishment in Baltimore Manufacturing its own Bridges,



MANUFACTURE

BOLLMAN'S PATENT SUSPENSION TRUSS,

And other forms of Iron and Combination Bridges, Roofs, Iron Fronts and every description of Cast and Wrought Iron Work for Buildings and Railroad construction.

PNEUMATIC PILE,

Having on hand all the necessary appliances for sinking the same, we would call especial attention to our great facilities for executing this branch of work.

THIEMEYER'S PATENT SWITCHES.

Eight-Inch Cast Iron Revolving Station Water Column,

Which will fill locomotive tanks in about one minute, and such as used on the Baltimore and Ohio Railroad.

MARINE WORK IN ALL ITS BRANCHES.

The most improved designs and thorough execution guaranteed in the construction of all classes of work.

OFFICE, No. 8 S. Gay St., Baltimore, WORKS, Canton, Baltimore.

GEO. W. P. COATES. CHAS. E. COATES.

COATES & BROTHER,

LOCUST POINT ROLLING MILLS,

BALTIMORE,

Manufacturers of Best Charcoal Iron, for LOCOMOTIVE and MARINE BOILERS; also, best Iron for Tube and Gas Pipe furnished.

No. 1 Iron for Cylinder Boilers, and Common Puddled Plate for Tanks, made at short notice. Iron from 1 inch thick to No. 27. Wire Gauge furnished.

Note.—All Iron exposed to Fire reheated and warranted sound.

SOLE MANUFACTURERS OF HOMOGENEOUS "PATAPSCO PLATES."

Coal.

AMONG the many branches of industry which have contributed to the development and financial advancement of Baltimore City, the Coal trade may be specially cited. The inexhaustible supplies of Bituminous Coal furnished from the Cumberland Coal regions, the superior quality of the article, the Gas Coal from West Virginia, and the Anthracite Coal brought to the City from the Coal regions of Pennsylvania, all point to Balti-

more as a centre for that trade, and the lines of railroad now in process of construction, and the contemplated extension of others at no distant day, make it scarcely problematical that our City is to be in the future, the most extensive Coal market in America if not in the world. The Bituminous Coal regions, situated about two hundred miles from Baltimore and extending along the Georges Creek Valley from Piedmont to Frostburg, have never been fully explored. Hidden away there are endless mines of wealth which the labor of a thousand years will not appreciably diminish. It is only within the last few years that the real value of Bituminous Coal has been discovered. The strikes and difficulties encountered by operators at the Anthracite mines, and the sudden elevation of prices resulting therefrom, have led to its introduction where it was before unknown, and its use has been attended in every instance with a desire to repeat the experiment. The rapid substitution of steam in every branch of industry and trade for the ruder and slower appliances has already created an immense demand for its use, but what may be expected in the future can scarcely be hypothecated upon any data at present in hand. But a few years ago, 1,700 tons were considered a heavy shipment of Coal from the mines for one year—2,345,153 tons were shipped from the mines in 1871, and 2,355,471 tons in 1872, and this, though a very decided indication of the increase in the trade, gives but a feeble idea of what it will be in future years when competing routes are opened up and the supply is made commensurate with the demand for Bituminous Coal. There were shipped to Baltimore in 1872, 1,915,000 tons from the Cumberland Coal regions; of Gas Coal from Western Virginia, 250,000 tons; of Anthracite Coal from Pennsylvania about 350,000 tons. The completion of the Pittsburg and Connellsville Railroad has opened up to the market another region of Gas Coal from which doubtless in a short time large supplies will be obtained. The Coal at present received in Baltimore affords freight for 5,000 vessels, ranging in size from the largest class of ships to the smallest coasting schooners. It is shipped to all ports along the coast of the United States, and during the past eighteen months a foreign trade has sprung into existence which bids fair to rival that of any port in the world. Two years ago, Coal was seldom shipped from Baltimore to any foreign port except Aspinwall. Since that time, Cumberland Coal has grown rapidly into favor. A panic, caused by well-grounded fears of the exhaustion of the English Coal mines, has seized upon the operators in Great Britain and the prices have steadily advanced with no likelihood of any reduction. The result has been a demand upon the Baltimore market which it has been found at times difficult to meet, and to-day, Coal is shipped from this City to all quarters of the globe. The immense resources of the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal are taxed beyond their capacity to supply the market, and the extension of the Western Maryland Railroad to the Coal regions is merely a matter of time, while the Canton Company have it in contemplation to run a shorter and quicker route to the Bituminous Coal regions and to Pittsburg by means of which the trade can be indefinitely extended.

GILMOR MEREDITH. BENJAMIN C. BARROLL, JR.

GILMOR MEREDITH & CO.

SHIPPING AND COMMISSION MERCHANTS,

AGENTS

PACIFIC MAIL STEAMSHIP CO.

To negotiate Coal Charters to Aspinwall, Panama, Acapulco, San Francisco and Ports in Japan and China,

Consolidation Coal Company of Md.

MINERS AND SHIPPERS OF

GEORGES CREEK CUMBERLAND COAL,

AND OF THE

UNION MINING CO.

Manufacturers of the Celebrated "Mount Savage" FIRE BRICK and CLAY,

No. 25 SOUTH GAY STREET,

P. O. Box 773. BALTIMORE.

CHS. F. MAYER. SAML. S. CARROLL.

MAYER, CARROLL & CO.

SHIPPING AND COMMISSION MERCHANTS,

Miners and Shippers

OF

Georges Creek Cumberland Coal,

AND

WEST VIRGINIA GAS AND CANNEL

COALS.

Receive Coal on consignment for Shipping and negotiate Coal Charters to all Domestic and Foreign Ports.

No. 13 GERMAN STREET,

(Near South Street,)

Shipping Wharf, Locust Point. (P. O. Box 257.) **BALTIMORE.**

Petroleum.

BALTIMORE offers great facilities for the refining and shipment of Petroleum or Coal Oil; and these are rapidly effecting an increase in the amount passing through this market. The double connection by rail with the oil region, the cheap rates of transportation, and the abundant means of storage, compare favorably with those offered by any other seaport. The completion of the Union Railroad, with its tunnel, will still farther promote this traffic; so will also the competition of the Baltimore and Ohio Railroad effecting a reduction in freights. As a market for southern purchasers, Baltimore is unequalled.

CANTON OIL WORKS,

CANTON,

MERRITT, JONES & CO.

OFFICE, No. 56 EXCHANGE PLACE,

Next door to Post Office on Lombard Street,

BALTIMORE.

Paints and Chemicals.

MANY years ago the manufacture of Chemicals was an especial feature of the trade of this City in so much that cities of larger growth were dependent upon Baltimore for their supplies. For some unexplained reason the business dwindled down and the preparation of these articles fell away to almost nothing. The introduction of guano, however, as a fertilizer, and the discovery that its nutritive properties were vastly increased when in combination with other compounds dissolved by acid, led to a revival of the manufacture of Chemicals under circumstances which justify us in concluding if not at present, that it will ere long be one of the most important industries in our City.

The number of factories for the manufacture of Oil of Vitrol, Muriatic and Nitric Acids and Sulphate of Ammonia has doubled, and those already in existence have largely increased their capacity.

Immense quantities of Sulphuric Acid are required in the preparation of fertilizers, and as the manufacture of the latter article is largely on the increase

in this City it is difficult to fix a limit to the expansion of trade in these articles.

Epsom Salts, (Sulphate of Magnesia) Glauber Salts (Sulphate of Soda) and (Sulphate of Iron) Copperas, are manufactured in great quantities for the use of the wholesale druggists. In these regards our City may be considered independent of any other community. Large quantities of indigenous roots possessing Chemical or remedial properties are also consumed in Baltimore by the wholesale dealers in medicines, and are sent to all portions of the country. The manufacture of medicines, with the exception of those already mentioned, has recently become an interest in the City, but the energy and enterprise displayed by those engaged in the business, lead to the conclusion that it is soon to become a very important branch of industry.

Large amounts of money are invested in the wholesale drug business, and the gentlemen engaged in it are among our substantial and leading citizens.

The only establishment in America for the manufacture of Bi-Chromate of Potash, is located here, and the largest factory in the world for the manufacture of Chrome Yellow is also located in this City. Paints of every description are manufactured at this factory, but Chrome Yellow has become a specialty and is exported in large quantities to all quarters of the globe. In South America, European manufactures have found it impossible to compete with Baltimore, and at this time trade with that country is practically monopolized by our dealers.

The reputation of Baltimore for the manufacture of Paints is equal to that of any city in the world. Large supplies of Soda, Roots, Dye Woods, Cochineal and Quick Silver, are imported from South America and West Indies, besides Nitrate of Potash from the East Indies, and Arsenic and Paris Green from other places. Salt-Petre, for packers in the West, is extensivly manufactured in Baltimore. It is estimated that fully $5,000,000 are invested in the manufacture of Paints and Chemicals in the city of Baltimore, and it is difficult to fix an estimate to the amount of sales made annually.

It may be added that the Maryland White Lead Company, who are very large corroders, have one of the most extensive establishments in the country. There are other houses largely engaged in the manufacture and grinding in oil of White Lead, White Zinc and Colors. Baltimore Lead is shipped to all parts of the United States, and has a reputation equalled by few articles of a similar character made elsewhere and excelled by none. Baltimore has also one of the oldest Varnish Factories in America for manufacturing fine Furniture and Coach Varnishes, Japan, Leather and Dormer Varnishes.—This house has been manufacturing these goods for forty years. Among the houses engaged in the manufacture of Linseed Oil is the firm of Thomas and John M. Smith, established nearly thirty years ago. The reputation of this house for the production of a pure article is national. Raw and Double Boiled Linseed Oils are manufactured by them and shipped to many points in the North, South, East and West.

JOHN J. THOMSEN. ALONZO LILLY, JR. JOHN P. MUTH.

THOMSEN, LILLY & CO.

Wholesale Druggists,

IMPORTERS OF

DRUGS, CHEMICALS, DYE-STUFFS,

ESSENTIAL OILS, SPONGES, CHAMOIS SKINS,

And a General Assortment of

DRUGGISTS' FANCY GOODS,

No. 26 HANOVER STREET.

EDWARD A. SMITH,

MANUFACTURING

Chemist and Pharmacist.

Fluid and Solid Medicinal Extracts.

Pure Natural Fruit Juices and Syrups.

Artificial Fruit Essences, Distilled Waters.

Standard Pharmaceutical and Chemical Preparations.

No. 52 S. SHARP ST., BALTIMORE.

WM. H. BROWN & BRO.

Wholesale Druggists,

NO. 25 SOUTH SHARP STREET,
BALTIMORE,

Importers and Jobbers of

Drugs, Medicines, Chemicals,

ESSENTIAL OILS, CORKS, SPONGES,

Fancy Goods, Perfumery and Druggists' Sundries.

READ'S

Grand Duchess Cologne.

This is the name of

One of the Sweetest Perfumes in America.

It is made by our fellow-townsman, W. H. READ, and has a large sale. Any one that uses it once will never be without it.

R. J. BAKER & CO.

IMPORTERS AND DEALERS IN

DYE-WOOD, DYE-STUFFS, GLUE,

Indigo, Madder, Bi-Carbonate of Soda, Etc.

OIL VITRIOL AND CHEMICALS

FOR MAKING

SUPER-PHOSPHATES AND FERTILIZERS,

36 & 38 South Charles St., Baltimore.

MARYLAND PAINT & COLOR WORKS

Established 1828.

G. & N. POPPLEIN, JR.

No. 27 HANOVER STREET, BALTIMORE,

Manufacturers, Importers and Dealers in

Paints, Colors, Oils, Varnishes, Brushes; Flint, Sand and Emery Papers; Artists', Gilders' and Painters' Supplies; Lithographers' Yellows; Trego's Chrome Yellows for Export; Baltimore do. do.; American Vermillions; Chrome Greens, &c.

BALTIMORE CHROME WORKS,

JESSE TYSON, President,

MANUFACTORY OF

BI-CHROMATE OF POTASH,

Having large Works in the South-Eastern part of the City. Started in 1845. For several years the markets in the United States have been mainly supplied with Bi-Chromate by this Establishment.

WM. STUART SYMINGTON. THOS. A. SYMINGTON.

Patapsco Chemical Works,

SYMINGTON BROS. & CO.

MANUFACTURERS OF

ACIDS & OTHER CHEMICALS,

Works on Locust Point, Office, 44 South Street,

BALTIMORE.

CHAS. F. PITT & SONS,

Importers and Commission Merchants,

116 LOMBARD STREET,

Baltimore.

Soda Ash, Caustic Soda, Sal Soda, Rosin, Indigo, Jute Butts, &c.

WM. DAVISON & CO.

MANUFACTURERS OF

VARNISHES, WHITE LEAD,

FRENCH AND AMERICAN ZINCS IN OIL,

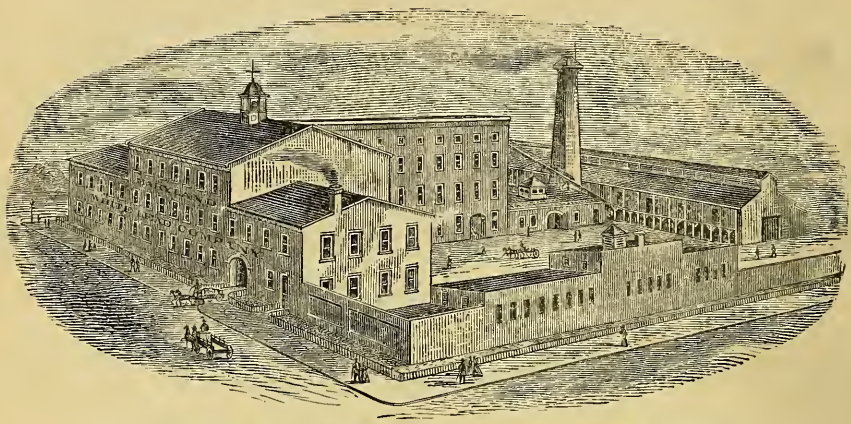
Epsom Salts, Refined Saltpetre, Spanish Brown, Venitian Red, Colors, Putty, Lamp Black, &c.

104 West Lombard Street, Baltimore.

WM. DAVISON, President. GILBERT T. SMITH, Sec'y.

Maryland White Lead Company

OF THE CITY OF BALTIMORE.



Manufacturers of

PURE DRY WHITE LEAD

AND

PURE LEAD IN OIL.

Office—No. 89 West Lombard Street.
Factory—Locust Point.

DIRECTORS.

CHARLES J. BAKER, THOMAS M. SMITH,
JAMES E. TYSON, JOHN GREGG.

Incorporated 1867.

CAPITAL, . . $300.000.

With a corroding capacity of 3,000 tons and upwards per annum, this Company possesses unsurpassed facilities for the manufacture of WHITE LEAD, (dry and ground in oil,) which is guaranteed to be ***strictly pure*** and in every respect equal in quality to the very finest made.

THOS. & JNO. M. SMITH,

MANUFACTURERS OF

RAW AND DOUBLE BOILED

LINSEED OIL,

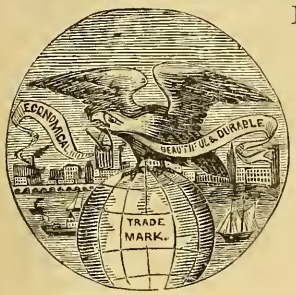
Nos. 121 and 123 Smith's Wharf,

BALTIMORE.

Flaxseed Bought.

READ! READ! READ!--GREAT DISCOVERY!

Bradley's Patent Enamel Paint



Made from Pure White Lead, Linseed Oil and Zinc, and always Ready for use.

Sold by the Gallon.

ONE GALLON COVERS 20 SQUARE YARDS TWO COATS.

C. P. KNIGHT,

SOLE AGENT,

No. 93 W. LOMBARD ST., BALTIMORE.

Specimens and Price List furnished gratis.

THE PLAINS, FAUQUIER CO., VA., February 6th, 1873.

MR. C. P. KNIGHT—Sir:—The "Paint" came safely to hand as ordered—two kegs, five gallons each, and three buckets, one gallon each. As practice was slack, I did the job myself. Two weeks, not constant work, completed the house, two coats. The last coat I applied thick, and it is now generally conceded, that for "Enamel" like hardness, and body, and harmony of colors, there is not a handsomer job in the place. I SAVED SIXTY-FIVE ($65) DOLLARS by the operation, which is an item just now with "Southern People." It should be generally adopted in this State. Any country lad can apply it.

I never dabbed in such stock as Testimonials, but I feel so forcibly the great adaptability of your "Enamel Paint" to the wants of our people in excellency of material, in beauty of color, and in the fact of its being READY MIXED, that I give you free permission (if it is desirable to you) to make what use you think proper of this letter.

Very respectfully and truly, S. McGILL, M. D.

Naval Stores.

THE steady improvement in the market for Naval Stores in our City is due to greater facilities as well as lower rates of freights arising from shorter lines of road, which enable Baltimore to compete favorably with Northern markets.

The establishment of additional lines of Steamers to Europe will soon restore the foreign freight room of which the introduction of steam lines temporarily deprived our city by monopolizing the more lucrative freights

and thus dispensing with a large number of sailing vessels. The superiority of Baltimore over any one Southern market lies in the fact that, receiving from all points South, she can offer the produce of many markets, and forward in thorough order, merchandize which has been in transit from two to five days, the time requisite for reaching the City.

We append the receipts at this port for the last five years:

Years.	*Spirits.*	*Rosin.*	*Tar.*	*Pitch.*
1872,	21,407	77,990	10,207	3,168
1871,	22,852	79,352	11,302	1,941
1870,	15,523	66,003	8,088	781
1869,	14,434	51,520	5,686	870
1868,	11,646	53,904	6,629	649

EDGAR M. LAZARUS. ROBT. A. TAYLOR.

E. M. LAZARUS & CO.

COMMISSION MERCHANTS

59 S. Gay Street, Baltimore,

FOR THE SALE OF

COTTON AND NAVAL STORES.

KEEPING CONSTANTLY ON HAND

SPIRITS TURPENTINE, all grades of ROSIN, all sizes and kinds of TAR and PITCH.

C. MORTON STEWART. FRANK FRICK.

C. MORTON STEWART & CO.

GENERAL

Commission Merchants,

BALTIMORE.

L. N. HOPKINS. JOHNS H. JANNEY.

HOPKINS & JANNEY,

COMMISSION MERCHANTS

FOR SALE OF

Cotton, Naval Stores, &c.

18 SPEAR'S WHARF, BALTIMORE.

Window Glass and Glass Ware.

FEW articles admit of more general consumption than Glass, and still fewer are liable to a more constant demand. Its varied uses and its brittle character make it the subject of constant solicitude alike to the housekeeper and the merchant, and its plentifulness and cheapness a matter of no little consideration. The attention of the trade of Baltimore was turned to the manufacture of Window Glass and Glass Ware in the very infancy of the City; and the matter of its production and sale was of great importance, when only the most sanguine of our citizens dared hope for the splendid future that has since dawned upon her. A Glass Factory known as the "Baltimore Glass Works," was established on Federal Hill, on the south side of the Basin, during the year 1790, and was among the first establishments of that description in America. For nearly eighty years it has been in continuous and successful operation, undergoing from time to time vast additions and extensive improvements. Sixteen years since, a new factory was started at the Spring Gardens for the manufacture of Bottles, Vials, Jars, &c. In 1858 this factory changed proprietors, and like its predecessor has undergone many improvements, its capacity having been enlarged at various times until at present there are in operation two furnaces for the manufacture of Bottles, Vials, Jars, Flasks, Demijohns and a great variety of other articles. One flint furnace from which are turned out Tumblers, Chimneys, Jars, Vials, Cologne and Extract Bottles and all the little Glass articles for the toilet, and the perfumers art. These works employ some two hundred hands and manufacture yearly $200,000 worth of Glass Ware. For the manufacture of this large amount of Glass it may be interesting to enumerate some few of the more important materials consumed. In the space of twelve months this factory uses 500 casks of soda ash, 2,000 tons of coal, 500 tons of packing hay and straw, 2,000 tons of sand, 50 tons of marl, 1,000 cords of wood, 500 tons of lime, 1,000,000 feet of lumber, 10 tons of iron, 50 tons of pot-clay, 300 kegs of nails, &c., &c.

The Baltimore Window Glass Works have two large furnaces in operation employing about one hundred hands and manufacturing 60,000 boxes of Window Glass and Coach Glass for cars and coaches, Picture Glass, &c., annually amounting to $160,000. In addition to the establishments mentioned above, there are also the Maryland Glass Works. This factory, erected some years ago on the Spring Gardens has rapidly developed into importance and is at present turning out at least 30,000 boxes of Window Glass annually, employing a large number of hands and consuming 250 tons of soda ash, 600 tons of sand, 1,600 tons of coal, 500 cords of wood, 40 tons of pot-clay and a large quantity of lumber. From the above it will be seen that the production of Window Glass alone, during the year, amounts to

90,000 boxes, being an increase since the year 1865 of 60,000 boxes. The increase in the manufacture of Glass Ware during that time has doubled, making the annual value of the manufacture of the two articles in this City at present, something under a million of dollars. The facilities for its manufacture are great. The reputation of Glass made in Baltimore has always been the highest; and the merchants engaged in the business are not only thoroughly acquainted with all its minutia, but are among our most influential and substantial business men, and they have made this City a market where all the articles of Glass manufacture can be purchased at the lowest prices, and on the most desirable terms.

MARYLAND WINDOW

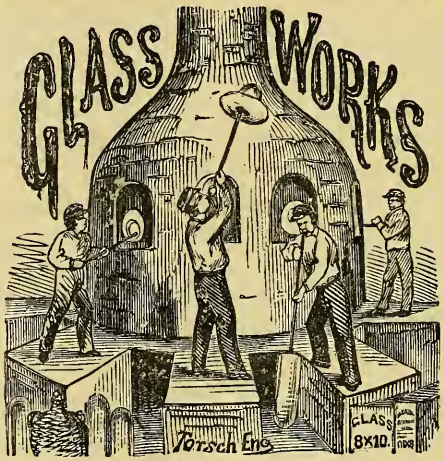
WAREHOUSE

And

OFFICE,

112 Lombard St.

BALTIMORE.



FACTORY,

Foot of
Leadenhall St.

BALTIMORE.

SEIM, EMORY & SWINDELL,

Manufacturers of Baltimore Window Glass,

AND IMPORTERS OF

French and Crystal Plate, Paints, Oils, Glaziers' Diamonds, &c.

F. T. HOLTHAUS. H. C. HOLTHAUS.

F. T. HOLTHAUS & SON,

MANUFACTURERS AND IMPORTERS OF

Window Glass, White Lead and Zinc,

VARNISHES, BRUSHES, COLORS,

GLAZIERS' DIAMONDS, &c., &c.

51 S. Charles Street, BALTIMORE.

WM. KING. ESTABLISHED 1830. WALLACE KING.

WM. KING & BRO.

IMPORTERS OF

FRENCH

WINDOW GLASS,

Colored, Enamelled and Fancy

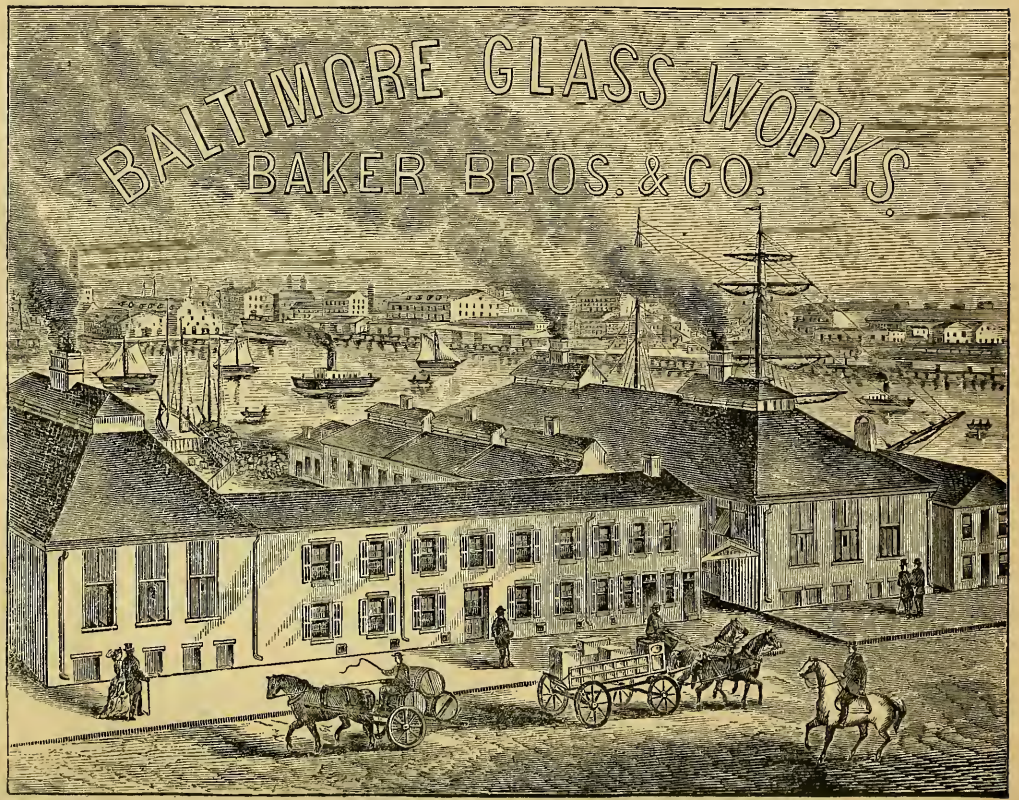
GLASS,

Dealers in Paints, &c. &c.

Nos. 2 & 24 LIBERTY STREET,

BALTIMORE.

BALTIMORE GLASS WORKS
WINDOW GLASS
GLASS WARE
BAKER BROS. & CO.
EHLERS-CO-C


BALTIMORE GLASS WORKS
BAKER BROS. & CO.

CHARLES J. BAKER. WM. BAKER, JR. CHARLES E. BAKER. GEO. B. BAKER.

BAKER BROTHERS & CO.

MANUFACTURERS OF

BALTIMORE

WINDOW GLASS

Druggists and Perfumers'

FLINT & GREEN GLASSWARE,

Demijohns, Wine Bottles, Flasks, &c.

IMPORTERS AND DEALERS IN

FRENCH WINDOW GLASS,

CHEMICALS, PAINTS, OILS, &c.

OFFICE AND WAREHOUSES,

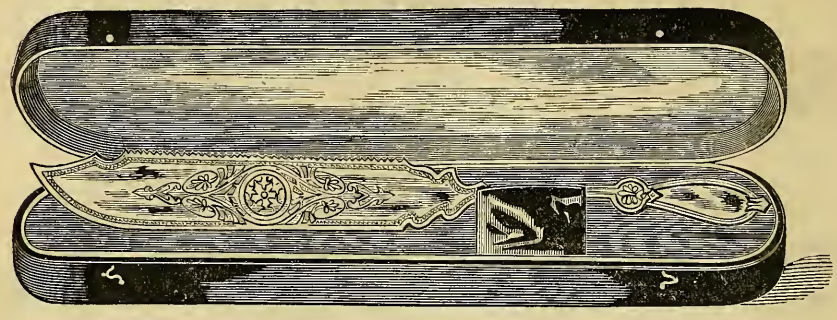
32 & 34 S. CHARLES STREET.

WINDOW GLASS FACTORIES,
Federal Hill.

BOTTLE FACTORIES,
Spring Gardens & Eutaw St.

15

Thorough House-Furnishing Establishment!



SAMUEL CHILD & CO.

NO. 20 NORTH CHARLES STREET,

DIRECT IMPORTERS OF

FINE FRENCH DECORATED CHINA,

Fine French China plain white, Fine English China do. do.

Fine French, English & Bohemian TABLE GLASS. INDIA CHINA, beautifully decorated. Also, BLUE CANTON and NANKEEN WARE. FINE IVORY TABLE CUTLERY. Fine Triple Plated Tea Sets, Casters, Cake Baskets, Butter Dishes, Ice Pitchers, Waiters, Goblets, &c.. &c. Fine quality Heavy Block TIN, Japanned and Plain TIN WARE. BASKETS. KITCHEN UTENSILS, and

MANUFACTURERS OF THE CELEBRATED ICELAND REFRIGERATOR.

J. P. AMMIDON. D. F. HAYNES. GEORGE LOCKWOOD.

AMMIDON & CO.

347 WEST BALTIMORE and 60 GERMAN STS.,

BALTIMORE.

IMPORTERS AND JOBBERS IN

FRENCH AND ENGLISH CHINA,

QUEENSWARE

OF EVERY DESCRIPTION.

Lamps and Chandeliers, Table Glassware,

CASTORS,

Spoons, Tea Trays and Table Cutlery, &c., &c.

BURNING AND LUBRICATING OILS.

We invite attention of purchasers from every section of the country, to our large, varied, and constantly replenished stock of goods, which we can confidently say, is unequalled in quality and adaptation to the wants of our customers. The facilities for importation of English Earthenware into the Port of Baltimore are such, that we do not hesitate to say, we can offer advantages to close buyers which other cities cannot.

We keep constantly on hand a large assortment of *Original and Assorted* Packages of Queensware, Lamp Goods and Glassware at very low figures.

Prices and Goods guaranteed.

AMMIDON & CO.

McDOWELL & CO.

CARPET WAREHOUSE

No. 264 Baltimore St.

Opposite Hanover Street, BALTIMORE.

Guano and Fertilizers.

WHILE immense tracts of land are being cleared for cultivation in the West, and grain is becoming so plentiful as to be used in some instances for fuel, the soil nearer home in many cases is suffering a corresponding decrease in productiveness from the thriftless mode of tillage adopted by some, and the great tax of its powers by all farmers in their efforts to secure from it the very greatest possible yield. It is gratifying to know however, that this destructive policy has been in a measure checked during the last few years, and that more enlightened farmers and agriculturists have begun to learn the importance of recuperating worn-out lands by means of the various kinds of Fertilizers. Cotton planting, tobacco culture, and a number of the crops grown in the East and South, are more exhaustive in their effects upon the soil than grain, and hence the greater necessity for the use of Fertilizers in their cultivation. A growing conviction of the true value of these Fertilizers has caused their manufacture and distribution to become a most important branch of the trade of Baltimore. This City was the first and for many years the only port in the country for the importation and sale of Peruvian Guano—a business which was begun as early as the year 1832. For a long time the Guano was used in the crude state, just as it came from the Islands, but the advance made in the science of Agricultural Chemistry led to the discovery that the force of this Fertilizer might be greatly increased, and a large proportion of the amount imported is now used in the preparation of artificial Fertilizers. Into their manufacture also enter large quantities of bone, and the offal from the slaughter-houses, both of Baltimore and the West. The factories for the preparation of these articles are located chiefly in South and East Baltimore, and occupy a very considerable area of ground. In the same portion of the City are extensive Chemical Works for the manufacture of sulphuric acid, or oil of vitriol, of which agent an immense quantity is used in making Fertilizers. The analysis of new soils and numberless experiments largely increase the list of artificial

manures from year to year, and so numerous are now the different compositions, from the same general basis, that almost all are designated by some proprietary name, to give a list of which would be outside of the purpose of this work.

The ease with which these Fertilizers can be adulterated makes the trade peculiarly liable to fraud. It is matter of congratulation that the gentlemen engaged in this business in our City are persons of such standing and tone in the community as to preclude the idea of deception in the manufacture or sale of these compounds.

Suffice it to say, that all the varieties of Fertilizers known to the trade and likely to be beneficial to any known soil, can be purchased in Baltimore on as reasonable terms as elsewhere, while the facilities for shipment to any part of the country are unrivalled.

FERTILIZERS.

Maryland Fertilizing and Manufacturing Company,

WARREN, HAMBURG, GATES AND HENRY STREETS,

OFFICE, No. 4 S. HOLLIDAY ST.,

Manufacture Fertilizers of the highest grade

FOR WHEAT, CORN, VEGETABLES AND ALL SPRING CROPS, COTTON FOOD AND TOBACCO FOOD.

DIRECTORS.

CHARLES J. BAKER, SAM'L H. LYON,
WM. G. HARRISON, ROBERT TURNER,
LAWRENCE SANGSTON, RICHARD H. BAKER.

Farmers are invited to visit these Works and see how and of what materials Fertilizers are made.

They also manufacture Fertilizers to special Formulas in quantities not less than Ten Tons, and supply Farmers who desire to manipulate for themselves with all the necessary materials.

LAWRENCE SANGSTON, President.

H. C. HOWARD, Sec'y. **J. EDWIN MYERS, Gen'l Agent.**

ORCHILLA GUANO, AA.

A True Bird Guano, Rich in Phosphates and Alkaline Salts,

From Orchilla Island in the Carribbean Sea, belonging to Venezuela, Lat. 11° 50′ N., Lon. 66° 14′ W.

B. M. RHODES & CO.,

AGENTS FOR THE SALE OF ORCHILLA GUANO,

OFFICE, No. 82 South Street, below Corn Exchange,

☞$30 Per Ton, in Bags. BALTIMORE.

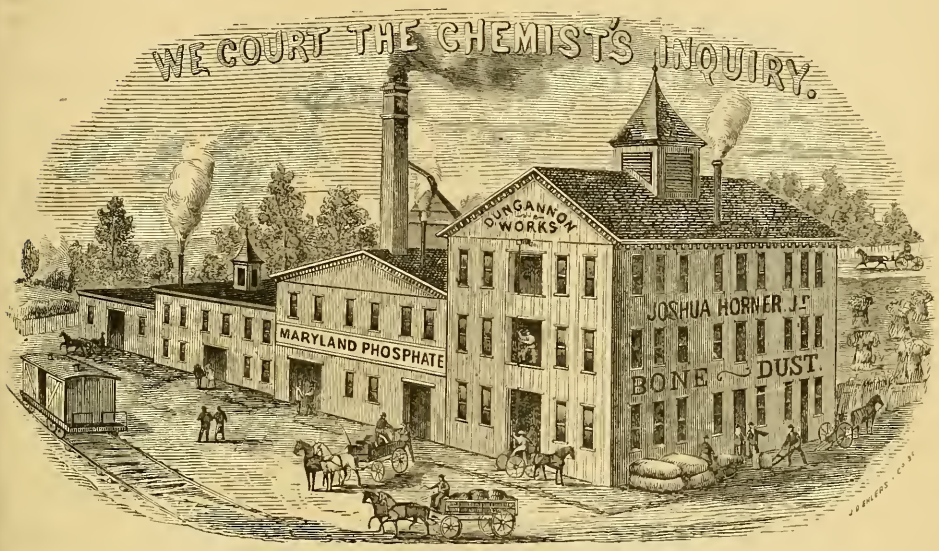
HORNER'S

MARYLAND SUPER PHOSPHATE

CONTAINS:

Peruvian Guano	700 lbs.
Bone Dust and Concentrated Animal Matter,	1150 "
Muriate of Potash	150 "
	2000 "

Liberal Discount to Dealers.



BONE DUST Ammonia, 3.
Bone Phosphate, - 59.63
Soluble Phosphoric Acid, 29.16

Maryland Super Phosphate	$50 per ton.
Bone Meal	50 " "
Tobacco Sustain (extra quantity) Potash	50 " "
Bone Dust	45 " "
Dissolved Bone	48 " "
Ground Plaster	$1.75 per bbl.

Peruvian Guano, Oil Vitriol, Potash, and other Chemicals for Fertilizing.

New Bags and no charge for delivery.

JOSHUA HORNER, jr.

54 S. GAY STREET.

CHAPPELL'S CHEMICAL WORKS,

ESTABLISHED 1845,

MANUFACTORY OF

CHAMPION

AND

COTTON KING

SUPER-PHOSPHATES,

PENDLETON'S GUANO COMPOUND,

EMPIRE GUANO,

AND

SULPHURIC ACID,

P. S. CHAPPELL,

PROPRIETOR,

OFFICE, 31 SOUTH STREET,

Baltimore.

The Pacific Guano Company's

(CAPITAL $1,000,000.)

SOLUBLE PACIFIC GUANO.

JOHN S. REESE & CO.

GENERAL AGENTS,

BALTIMORE.

WHITELOCK'S VEGETATOR

ADAPTED TO

EVERY SPECIES OF CROPS AND ALL KINDS OF SOILS.

This manure is prepared with great care from the best materials. It is uniform in quality and always in a suitable condition for drilling.

MANUFACTURED BY

W. WHITELOCK & CO.

44 South Street,

BALTIMORE.

GUANO DEPOT.

The undersigned would call the attention of Farmers and Planters to their stock of

Peruvian Guanape Guano, AA., A., B. & C. Mexican Guano, Md. Fertilizing Co's Cotton Food & Ammoniated Phosphate.

All of which we will guarantee. Orders for all PHOSPHATES of known value will receive our prompt attention. We also solicit orders for

CORN, OATS, HAY, &c. &c.

Our facilities and experience of thirty-five years will warrant satisfaction.

FIELD SEED OF ALL DESCRIPTIONS CONSTANTLY ON HAND.

We respectfully solicit correspondence.

ROBERT TURNER & SON, 43 & 46 S. Frederick St., Baltimore.

JOSEPH REYNOLDS. AUG. C. PRACHT.

CHESAPEAKE GUANO

An Ammoniated Soluble Phosphate,

Containing all the Properties of Bone and Peruvian Guano,

Manufactured and sold by

ISAAC REYNOLDS & SONS,

BALTIMORE.

Send for Circulars containing Analysis and Certificates.

Maryland Life Insurance Co.

No. 10 South Street, Baltimore.

Marble.

WITHIN a few miles of Baltimore on the line of the Northern Central Railway are located quarries of Marble practically inexhaustible, and of a quality which rivals that found in any other portion of the country. These quarries have been worked for many years. Their convenient location along one of the main lines of railroad leading out of our city, has enabled their owners to supply the material at prices remunerative to themselves, and favorable to purchasers. Immense quantities of the Marble have been shipped to Baltimore and other cities. The monolithic columns of the Capitol at Washington, and many of the public buildings in that city built of this material, are ample evidence of the quality of Baltimore County Marble, and the estimation in which it is held by those best qualified to judge, and the numerous buildings that have been erected in our own city are an indication of its appreciation by those who reside in Baltimore. The new City Hall, a magnificent edifice recently erected in our midst, has been constructed entirely of Marble from these quarries, as was also the Washington Monument.—Immense blocks of the crude stone can be taken out and shipped to market; blocks in fact, of any size likely to be required for practical purposes. It is susceptible of the very highest polish, and is largely used for ornamental purposes.

Large establishments exist in our city for cutting and dressing Marble, which employ a number of hands and are furnished with the most improved steam machinery.

HUGH SISSON,

Steam Marble Works,

Corner North and Monument Streets,

BALTIMORE.

CONSTANTLY ON HAND AND MAKES TO ORDER

MONUMENTS, TOMBS,

MANTELS,

FURNITURE SLABS, TILE-COUNTERS, &c.

OF THE DIFFERENT VARIETIES OF MARBLE.

Also Furnishes the Trade with Marble Cut to Size.

BALTIMORE FRENCH BURR MILL STONE

Manufactory and Mill Furnishing Establishment,

DEALERS IN

BOLTING CLOTHS,

SMUT MACHINES, MILL BUSHES, PROOF STAFF, LEATHER AND GUM BELTING, MILL PICKS AND HAMMERS, and MILL FIXTURES of every description. Also ESOPIUS, COCALICO and COLOGNE MILL STONES.

B. F. STARR & CO.

173 North Street, cor. of Centre, Baltimore.

HORACE NOBLE. C. W. WILSON.

NOBLE & WILSON,

Manufacturers of Fire and Water-Proof

PLASTIC SLATE ROOFING MATERIALS,

SLATE FLOUR, COAL TAR, ROOFING FELT, CLEATINGS, &c.

Plastic Slate Roof applied to any style of Building.

Office, No. 3 Post Office Avenue, Baltimore.

THE PLASTIC SLATE, as a Roofing material, stands unrivalled. A mastic, it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive and undecaying—frost does not crack, nor heat dissolve it. Possessing all the advantages of a sheet slate roof without its joints and crevices. Being susceptible of little, if any, wear from exposure, and perfectly fire-proof, it is unequalled as a coating for Railroad and Farm Buildings, Bridges, &c. ORDERS FOR SHIPPING PROMPTLY ATTENDED TO.

FURNISHING UNDERTAKER
AND
Manufacturer of
CORPSE PRESERVERS.
METALIC, LEAD AND ALL
DESCRIPTIONS OF
COFFINS
Furnished in the best style
and manner.
FUNERALS
Promptly and carefully
conducted.

Baltimore Frame and Moulding Works.

PIER AND MANTEL,

Square and Oval Frames,

MOULDINGS OF ALL DESCRIPTIONS,

VELVET AND PAPER MATTS,

Nos. 29, 31, 33, 35, 37 and 39 LEADENHALL STREET,

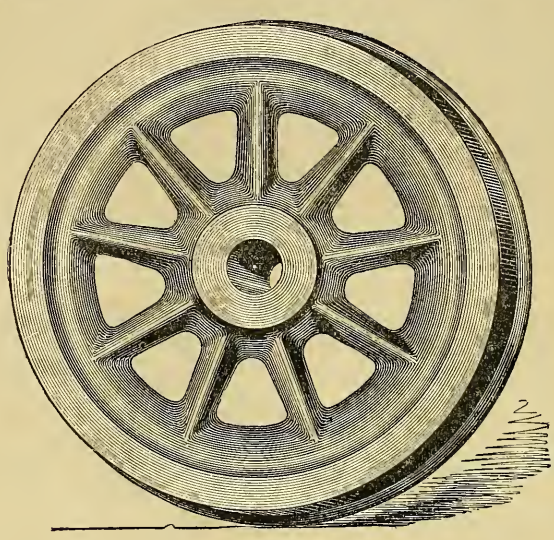
BALTIMORE.

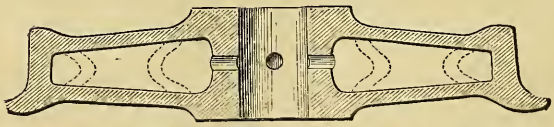
JAMES L. PERRIGO, Superintendent.

BALTIMORE CAR WHEEL CO.

OFFICE, 15 SOUTH STREET,

CAPACITY 300 WHEELS PER DAY,





MANUFACTURE WHEELS FOR

CITY or STEAM RAILWAYS,

WITH OR WITHOUT AXLES,

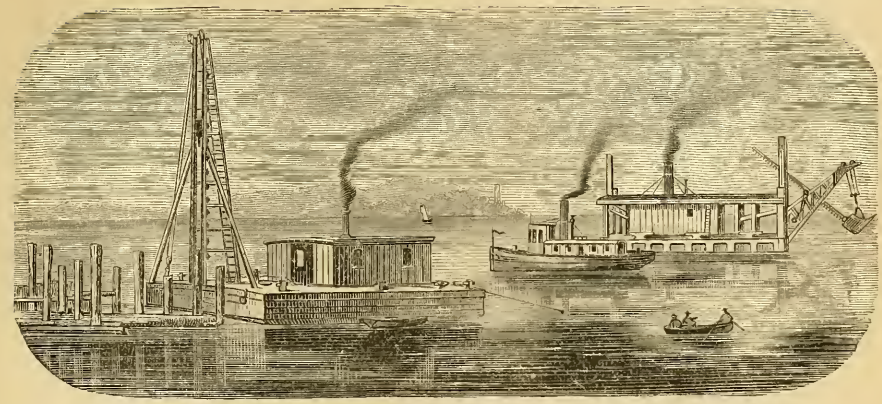
WHEELS OF ALL PATTERNS

Made to Order and in Stock, of Baltimore Irons,

Annealed by Cochran's Process, Warranted Free from Strain and Equal in Tenacity and Uniformity of Chill to any Wheels made.

W. S. G. BAKER, President. **W. J. COCHRAN, Superintendent.**

WORKS, Cor. Essex and Concord Streets, Canton, Baltimore.



The Chesapeake Dredging Company

OF

Baltimore County, Maryland.

PRESIDENT,

THOMAS C. BASSHOR.

DIRECTORS,

THOMAS C. BASSHOR, J. H. TEEMYER,
JOHN O. EVANS, FRANKLIN B. COLTON,
WILLIAM KIMMELL.

Builders and Operators of Dredging Machines and Tug-boats, Contractors for the construction of Piers, Bridges, Wharfs, Floating and Dry Docks, Marine Railways, Timber and Stone Foundations.

Owners and Operators of the SHAW GUN-POWDER PILE DRIVING MACHINES, for Baltimore City and County, Anne Arundel County, Md., Alexandria, and Fairfax County, Va., and the District of Columbia.

MAIN OFFICE—10th Avenue, near foot of Clinton St., Canton.

BRANCH OFFICE—5 Postoffice Avenue, Baltimore.
" " 341 Pennsylvania Avenue, Washington, D. C.

COMMUNICATIONS ADDRESSED TO

JOHN H. TEEMYER, Secretary.

SAM'L BURNS. *GEO. F. SLOAN.*

BURNS & SLOAN,

No. 132 Light Street Wharf, *BALTIMORE.*

BUILDING AND HARD WOOD

LUMBER,

Doors, Sash, Bricks, &c.

IN LOTS TO SUIT.

Fire Bricks and Potteries.

BALTIMORE possesses superior advantages for the manufacture of all kinds of Bricks. The surface of our soil is underlaid with clays which are manufactured into all varieties of ware constructed of clay—Stoneware, Pottery, Terra-Cotta, and Chemical Ware the most difficult and important of all. The largest kinds of Fire Blocks, and Retorts for the use of zinc works, sugar refineries and gas works, some of the latter weighing considerably over a ton, are manufactured in Baltimore. No place in the country affords such fine material for these varied industries. In Pottery Ware alone Baltimore should surpass Trenton, and command the trade of the West and South. With grounds for these establishments at a nominal price contiguous to rail and water transportation, and the clays often on their sites, it is a wonder that more capital and enterprise should not have sought investment in them with such assurance of success.

There is already one concern manufacturing refractory materials which is sending its Retorts, Fire Bricks, Sewer Pipes, Tiles, &c., &c., to the remotest sections of the country, from Maine to Louisiana and westward, even across the Mississippi, with a rapidly increasing business. The manufacture of artificial hydraulic cement, similar to the far-famed English Portland and Roman Cements, might be developed here to an almost unlimited extent with our variety of clays and limes in close proximity. These manufactures of raw material, direct from the soil where it is lying awaiting the skilled labor which capital can so easily provide, are the most solid source of permanent wealth to any community.

Baltimore Retort & Fire Brick Works,

GEORGE C. HICKS & CO.

BALTIMORE.

Office, 3 S. Holliday St. Manufactory, Locust Point.

STANDARD CLAY RETORTS,

TILES OF ALL KINDS,

FIRE BRICKS

OF ALL QUALITIES, SHAPES AND SIZES,

Fire Cement, Fire Mortar, Fire Clay

AND

KAOLIN,

STOVE LININGS

AND

FURNACE BRICKS,

Vitrified, Steam Pressed, Drain & Sewer Pipe,

AND

MANUFACTURES OF CLAY IN GENERAL.

A LARGE STOCK ALWAYS ON HAND.

Bricks.

FEW persons who walk the streets or cast their eyes up to the substantial dwellings which line them, care to inquire how many distinct bricks were used in their construction, and yet perhaps could the number be ascertained, it would foot up an array of figures, by the side of which those that express the combined national debts of all the nations on the globe, would dwarf into insignificance. As new buildings are erected or old ones repaired, new streets paved or old ones mended, the number required is indefinitely increased; and the system adopted long since by the municipal authorities of this City to allow none but Brick, Stone or Iron dwellings to be built, save under peculiar circumstances, while a very great advantage to the City, has marvelously increased the demand for bricks. It will probably not astonish any of our readers then to be informed, that more than 100,000,000 Bricks are manufactured in and about the City of Baltimore annually. The clay in the vicinity of Baltimore, the finest in the world, is peculiarly adapted to the manufacture of Brick, and the materials used in burning them can be purchased at rates which render their production a means of profit to the manufacturer, while at the same time he can successfully compete in price with those of any other locality in the country. Extensive Brick yards are established west of Jones' Falls, on the Washington road, at Moale's Point, Locust Point, on the Frederick road, east of the Falls at Canton, Brooklyn and Belair Avenue. One million of dollars is invested in the business, 2,000 hands are employed, 25,000 tons of coal, and 2,000 cords of wood are consumed in their production. The quality of the Bricks made in this City is unsurpassed by that of any made in the United States, and Baltimore Pressed Brick are superior to any made in the world, as is evidenced by the fact that they are shipped to all seaport towns, and along all the different railroad lines leading out of Baltimore. The increased demand for Pressed Brick growing out of the fires in the East, has led to their use in that section to a greater extent than in our own City.

ESTABLISHED 1818.

BURNS, RUSSELL & CO.

MANUFACTURERS OF THE BEST

Pressed, Sand, Paving and Common

BRICKS

MADE BY HAND,

YARDS: Washington Road and Annapolis Road,

OFFICE, 30 COLUMBIA STREET,

Pressed Brick a Specialty. BALTIMORE.

W. H. PITCHER. Y. O. WILSON.

PITCHER & WILSON,

BRICK MANUFACTURERS,

BEST QUALITY OF

DUST AND SAND PRESSED,

Dressed Sand and Hand-Made Common Brick,

YARDS—Washington Road. OFFICE—No. 1 N. Paca St.

All Orders Promptly Attended to. BALTIMORE.

Horses and Mules.

A FEATURE of the trade of Baltimore is the traffic in Horses and Mules. With the exception of the Kentucky market, that of this City is the largest in the United States. The very best Mules raised in America are to be found in the sale stables of this City, and Horses of heavy draught, fed upon the blue-grass of the Western States, and notoriously free from the imperfections and disorders to which Horses are liable, are brought to this City for sale in larger numbers and in better condition than they can be found elsewhere, save where they are raised. In fancy Horses for road purposes the market does not pretend to compete with that of New York, where the best breeds of trotters are raised, and where the demand is always great, though of late years even in this respect, Baltimore has been by no means insignificant; but the market is always stocked with medium Horses at fair prices, and the character of those engaged in the business is a guarantee to buyers that their representations are correct. The finest Mules in the world are sold here in large numbers for home use, while many are shipped from this point to the South and the West Indies. The market is more active usually during the Fall and Spring months, but an adequate supply may be found in the City at all times. Baltimore possesses unusual facilities for the shipment of these valuable animals, and the Baltimore and Ohio Railroad is at present perfecting arrangements for the transportation of live stock, which will doubtless create a large addition to the trade. The Stable accommodations are admirable, and Western men have heretofore shown a very decided preference for our City.

It is estimated that from eighteen to twenty thousand Mules and Horses pass through this market annually, and with the increase of railroad facilities it is safe to predict a corresponding increase in the trade.

BRYANT, STRATTON AND SADLER Business College.

Nos. 6 and 8 N. Charles Street, Baltimore. *W. H. SADLER, Pres't.*

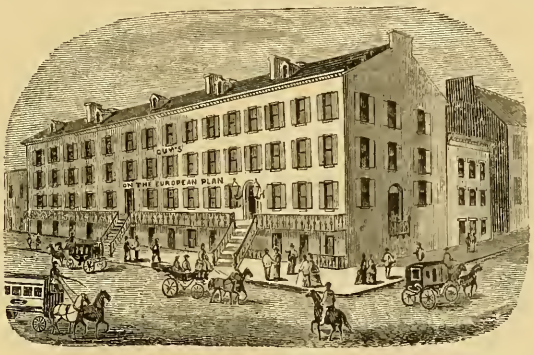
The Cattle Market.

THE Cattle Market of Baltimore has long been famous. The City occupying as she does a central position on the Atlantic Coast, in striking distance of the various grazing fields by her railroad connections and water communication, and contiguous to broad stretches of fertile country, where grass and forage of every description are plentiful, her market has always been supplied with superior beeves, hogs and sheep. The market is furnished from Virginia, West Virginia, Pennsylvania, Tennessee, Kentucky, Missouri, Illinois, Texas, North Carolina, Indiana and Ohio. The facilities offered to drovers in Baltimore are considered by stockmen from other cities the finest in the United States, both as regards stabling and the dues required of them. The trade is steadily on the increase, and the accommodations which competing lines of railroad now offer will give it an impetus in the future. We append the monthly receipts of live stock for the years 1871 and 1872, as reported at the State Scales:

	1871.			1872.		
	Beeves.	*Hogs.*	*Sheep.*	*Beeves.*	*Hogs.*	*Sheep.*
January,	5,974	18,172	11,175	6,632	29,306	6,941
February,	6,758	23,136	16,756	6,370	36,099	11,173
March,	3,115	17,552	5,351	4,202	27,471	6,170
April,	3,983	16,794	7,504	3,727	25,419	6,620
May,	3,684	22,811	12,598	3,703	27,101	13,537
June,	4,318	23,477	9,529	5,857	30,684	18,662
July,	5,959	20,181	20,313	4,457	24,879	11,995
August,	8,341	22,247	17,309	8,304	31,729	19,317
September,	12,939	27,233	16,370	12,313	36,271	16,161
October,	14,432	37,873	20,316	17,993	48,975	20,807
November,	14,658	45,811	15,631	9,394	37,579	11,628
December,	5,587	27,697	5,672	7,450	7,625	37,217
	89,748	303,284	158,624	90,402	363,138	180,228

Hotels.

PERHAPS no feature contributes more directly to the rapid development of a city than the number, convenience and comfort of its Hotels.—Without these indispensable adjuncts it is like a well selected library with no means of access to the shelves. The books may be very instructive and entertaining but the public will never discover the fact by personal inspection. For a long time Baltimore was behind the spirit of the age in this respect. Her public houses were few and far between, and partook more of the homeliness of the old road-side inns than of the elegance and luxury of modern caravanseries. Thanks to the spirit of enterprise which has manifested itself in the Monumental City during the past decade, old things have passed away, at least so far as they retard our progress, and Baltimore *to-day* is as well supplied with Hotels in proportion to the number of her inhabitants as any city in America—further, they are as splendidly fitted up and give as much



GUY'S HOTEL, ON THE EUROPEAN PLAN, BALTIMORE.

comfort to visitors. "The Carrollton," recently erected on Light Street, with a front on Baltimore Street, the main thoroughfare of the City, is admirably located. Situated in the very heart of Baltimore, it is convenient both for business and pleasure. Sumptuous in its appointments, it is furnished with every improvement that modern taste or ingenuity can suggest, and will compare favorably with any of the recently constructed Hotels in this country. We cite the Carrollton, not because it is superior to others, but as an illustration. "Barnums" is an old established house and has a cosmopolitan reputation. There is a number of other first-class Hotels in the City whose accommodations have proved ample for all the demands of the greatest exigencies that have occurred within the past few years. Baltimore is well supplied with a cheaper class of Hotels, whose outer finish, interior comforts and excellent tables, have earned for them an enviable reputation both at home, and with strangers.

"THE CARROLLTON."

This new and beautiful Hotel, located upon the site of the "Old Fountain Hotel," extended by an elegant front on Baltimore Street, is convenient alike to the business man and the tourist.

It is the only Hotel in Baltimore of the new Style, embracing Elevators, Suits of Rooms, with Baths, and all conveniences; perfect ventilation and light throughout, and was planned and built as a Hotel, new from its foundation.

Its elegant and convenient Office and Exchange Room, with Telegraph, &c., will at all times, be at the disposal of the merchants and citizens of the City—its builders.

The location of the Ladies' Entrance on Baltimore Street, and the beautiful Drawing Rooms connected therewith, will give to families more than the usual degree of quietude and seclusion.

The undersigned refers to his career of over thirty years as a Hotel Manager in New York and Baltimore, feels confident, that with a new and modern house, he can give entire satisfaction to his guests.

R. B. COLEMAN,

BALTIMORE. ***Proprietor.***

The Houses kept on the European plan in this City are worthy of special mention. They are numerous and fitted up in a style of elegance combined with perfect taste which is really exceptional. Among these is "Guy's Monument House"—Established at an early period in the history of Baltimore, it has steadily preserved its reputation as a house where gentlemen are treated as though they were at their own homes. The Maryland Club, the oldest organization of that description in this country, was formed at "Guy's." This sufficiently expresses the character of the men who resorted thither years ago, and it is only necessary to say that there has been no alteration since then in the nature of the guests. The Guys were eminently a set of men who knew how to keep a hotel, and the mantle that fell from the shoulders of the last of the name has been very creditably worn by the present proprietor. The *cuisine* of this establishment has acquired fame in many portions of this country, and more than once has its excellence been attested by orders from Europe. A number of other houses conducted upon the same plan, offer to visitors during their sojourn in our City, both the comforts of home and all the luxuries that taste and money can supply, while their moderate charges especially recommend them to the travelling public.

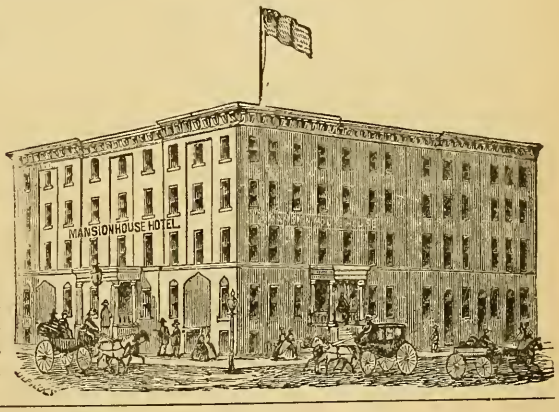
MANSION HOUSE HOTEL.

I. ALBERTSON,
PROPRIETOR.

Cor. Fayette and St. Paul Streets,
BALTIMORE.

Capacity, 200 Guests.

Persons taking the City Passenger Cars, will ride to the Corner of St. Paul Street, within a few steps of the Mansion House.



BRYANT, STRATTON AND SADLER *Business College.*

Nos. 6 and 8 N. Charles Street, Baltimore. *W. H. SADLER, Pres't.*

INSURANCE AGENCY.

THOMAS E. HAMBLETON, Insurance Broker,

Will attend to obtaining **Insurance against Fire, Marine and Life,** for all persons entrusting their Insurance business to his care, without charge to the Insured for his services. And from his long experience as an Underwriter hopes to give satisfaction, in placing risks in reliable Companies in this country or Europe. Prompt attention given to all letters

OFFICE, No. 10 SOUTH STREET, BALTIMORE.

MARYLAND

Life Insurance Company

OF BALTIMORE.

ORGANIZED 1865.

Office in Co.'s Building, 10 South St.

ASSETS, - - $750,000.

Paid up Guarantee Capital $100,000, Deposited with the Treasurer of the State of Maryland.

☞This well-established Maryland Company grants Insurance upon Lives upon all the most approved Plans, and at the Lowest Rates consistent with undoubted security.

DIVIDENDS MADE ANNUALLY.

GEORGE P. THOMAS, President.

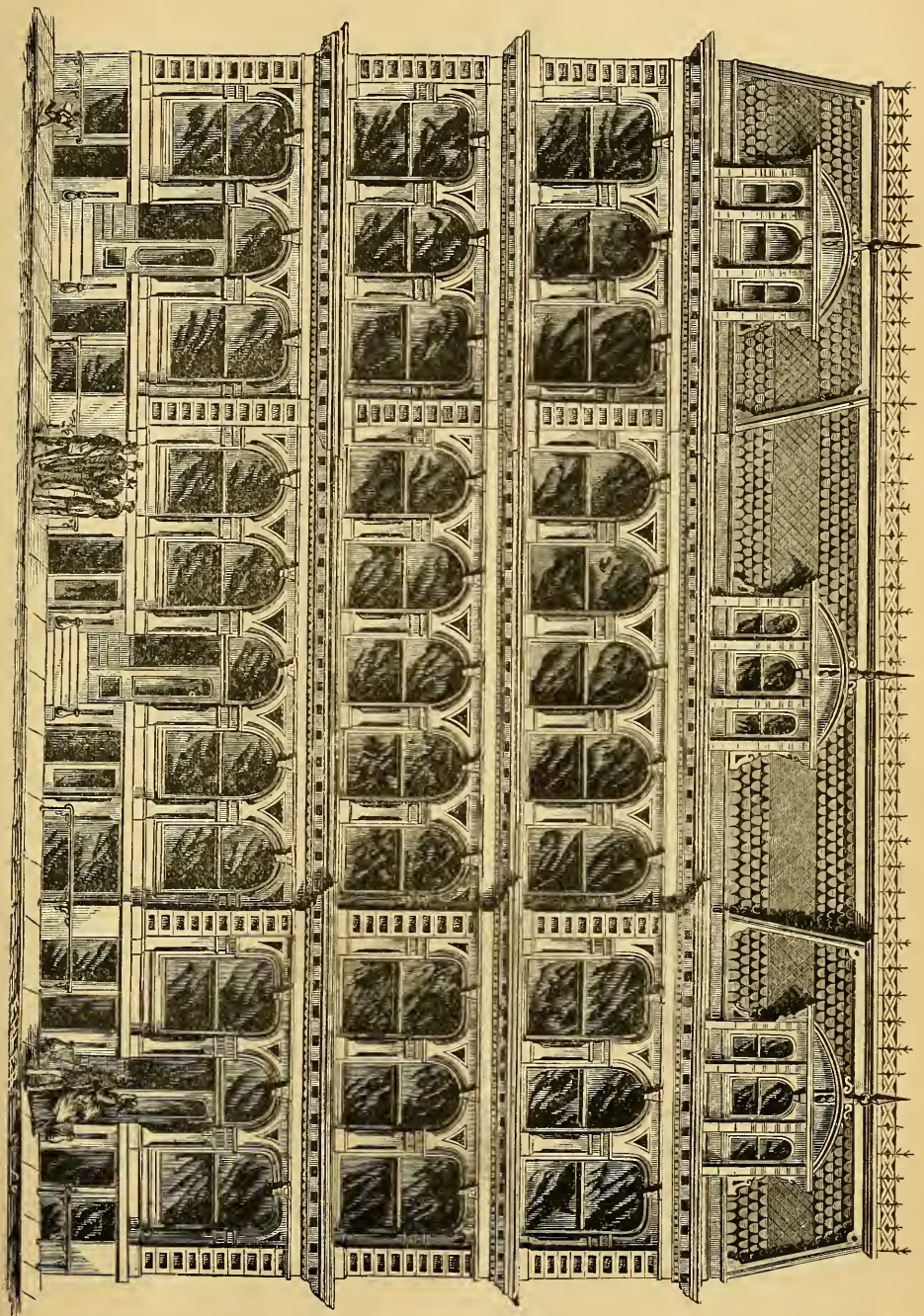
BOARD OF DIRECTORS.

HAMILTON EASTER, HIRAM WOODS,
ALLEN A. CHAPMAN, THOMAS CASSARD,
GEORGE P. THOMAS, GEORGE H. MILLER,
HUGH SISSON, WILLIAM DEVRIES,
CHARLES WEBB.

A. K. BOARD, Secretary.
CLAYTON C. HALL, Ass't Sec'y and Actuary.
T. W. MATTHEWS, Manager of Agencies.
J. W. F. HANK, M. D., Medical Examiner.

CHRISTOPHER JOHNSTON, M. D.,
FRANK DONALDSON, M. D., } Consulting Physicians.

G. R. VICKERS' OFFICE BUILDING.



GERMAN STREET, NEAR SOUTH ST., BALTIMORE.

INCORPORATED 1794.

Charter Perpetual.

BALTIMORE EQUITABLE SOCIETY

FOR

INSURING HOUSES AND FURNITURE FROM LOSS BY FIRE,

Office, No. 19 South Street, Baltimore.

This old and favorite Office continues to Insure Houses and Furniture from Loss or damage by Fire, *by the year*, for a small premium, or on the Mutual Plan, perpetually; and will also grant CARPENTERS' RISKS on pleasing terms.

Persons Insuring their Property in this Office on the Permanent Plan have no greater responsibility than the amount of their deposits.

DIRECTORS.

THOS. KELSO,	SAMUEL BEVAN,	SAMUEL KIRBY,	WM. S. RAYNER,
WM. KENNEDY,	JOHN M. OREM,	WM. E. HOOPER,	JAMES H. BROWN,
MICAHEL WARNER,	JOHN R. KELSO,	WM. J. RIEMAN,	GEORGE J. APPOLD.

FRANCIS A. CROOK, Treas. HUGH B. JONES, Sec'y.

Howard Fire Insurance Company

OF BALTIMORE,

OFFICE N. W. COR. SOUTH AND WATER STREETS.

Incorporated 1856. ***Cash Capital $200.000.***

BOARD OF DIRECTORS.

ANDREW REESE, ... PRESIDENT.

SAMUEL APPOLD,	AARON FENTON,	J. STRICKER JENKINS,	SAMUEL R. SMITH,
M. BENZINGER.	CHAS. HOFFMAN.	JAMES M. POUDER,	JACOB H. TAYLOR,
ISAAC M. DENSON,	SAM'L T. HATCH,	E. H. PERKINS,	H. J. WERDEBAUGH.

J. H. KATZENBERGER, Secretary.

PEABODY FIRE INSURANCE COMPANY,

SECOND STREET,

ADJOINING POSTOFFICE, ON THE WEST,

INSURES ALL DESCRIPTIONS OF BUILDINGS

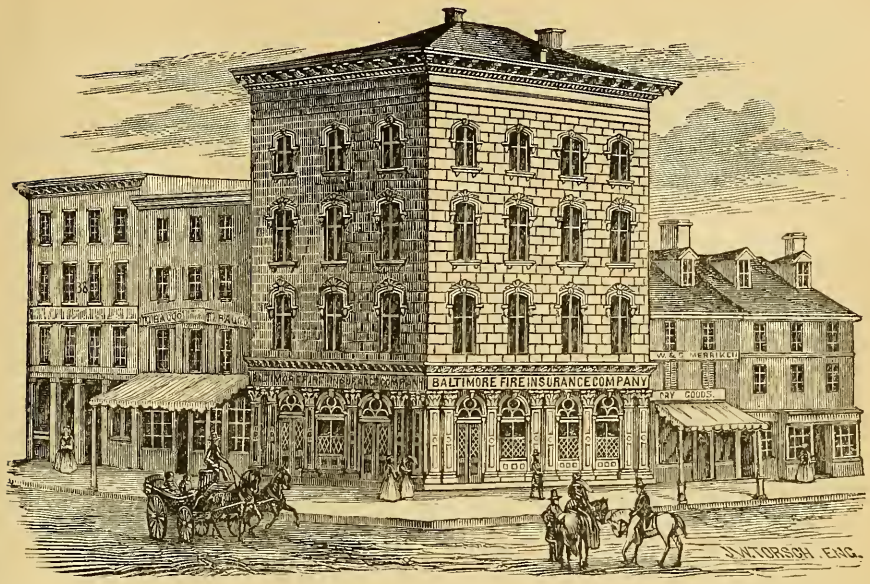
IN THE CITY AND COUNTRY,

ANNUALLY, OR FOR SHORT TERMS.

BOARD OF DIRECTORS.

THOMAS I. CAREY, President. **RICHARD B. POST, Secretary.**

GALLOWAY CHESTON,	JESSE TYSON,	H. D. HARVEY,
ENOCH PRATT,	JOHNS HOPKINS,	JAMES CAREY,
THOMAS WHITRIDGE,	JNO. H. B. LATROBE,	AUGUSTUS KOHLER.
WM. KENNEDY,		



Baltimore Fire Insurance Co.

INCORPORATED 1807.

S. W. CORNER OF SOUTH AND WATER STS.

Capital paid in, - - - - - - $200,000

Contingent Fund, - - - - - - $200,000

ASSETS—Invested in first-class Securities, (1st Sept. 1872) **$513,876**

This Company insures against LOSS OR DAMAGE BY FIRE, in the city or country on the various descriptions of Property.

Short insurances are also made for any length of time desired—for a single day or longer period.

This Company also issues PERPETUAL OR PERMANENT POLICIES.

WILLIAM G. HARRISON, President.

BOARD OF DIRECTORS.

GEORGE R. VICKERS,
DAVID S. WILSON,
JOSIAS PENNINGTON,
FRANCIS T. KING,
HENRY CARROLL,
RICHARD S. STEUART,
WILLIAM H. BRUNE,
HERMAN VON KAPFF,
T. ROBERT JENKINS,
C. MORTON STEWART,
B. F. NEWCOMER,
ORVILLE HORWITZ,
WILLIAM W. TAYLOR,
ISRAEL COHEN,
GEORGE L. HARRISON.

FREDERICK WOODWORTH, Secretary.

Home Fire Insurance Company of Baltimore,

Office, Marble Building, No. 10 South Street.

Insurance made on every description of Property, for long or short Periods, in the City or elsewhere, on most favorable Terms.

Perpetual Policies granted on Buildings, on an Economical Plan.

JAMES OWENS, Sec'y. G. HARLAN WILLIAMS, Prest.

BOARD OF DIRECTORS.

HIRAM WOODS,	HAMILTON EASTER,	O. DIFFENDERFFER,	GEORGE P. THOMAS,
JOHN CUGLE,	WM. H. PERKINS,	JAMES BOYCE,	JOHN CASSARD,
LEWIS TURNER,	FERDINAND MEYER,	J. BROWN GEORGE,	JACKSON C. GOTT,
JAMES L. BARBOUR,	CHARLES MARKELL,	G. HARLAN WILLIAMS.	

PHŒNIX FIRE INSURANCE CO.

OF BALTIMORE.

OFFICE, MARBLE BUILDING, 44 SECOND ST.

WM. F. BURNS, Vice Prest. N. P. CAMPBELL, Prest.

C. W. RUDDACH, Secretary.

DIRECTORS.

WM. F. BURNS,	HON. WM. P. WHYTE,	WM. R. SEEVERS,	EDWARD R. LUSBY,
H. L. WHITRIDGE,	WM. T. MARKLAND,	ALFRED JENKINS,	JNO. A. HAMBLETON,
JOHN J. WIGHT,	DR J. F. MONMONIER,	JOHN S REESE,	C. OLIVER O'DONNELL,
WM. H. PEROT,	ROBT. T. BALDWIN,	WM. SEEMULLER,	IRVIN C. MILLER,
JAS. H. MILLIKIN,			C. M. HAWKINS.

Banks and Bankers.

THE Banking Capital proper of Baltimore is about fifteen millions of dollars. Were this all, our City would offer but feeble inducements to enterprising men to make their homes with us. Such an amount seems totally inadequate to the necessities of a great commercial emporium, and a weak exhibit when placed in juxtaposition with the capital held by the Banks of other cities.

But this is supplemented in a variety of ways which, if not peculiar to Baltimore, at least find their fullest development here. The private Banking Houses are not only numerous, but solid and substantial. Those in charge of them are, with scarcely an exception, men of large capital and an extended experience, enabling them to rival the Banks in the magnitude of their operations, and at the same time affording the most ample security to those whose financial agents they become. There are no bogus Banks or Banking Houses in the City. While there are Exchanges for the convenience of business men, and the transactions of legitimate trade, speculation has not yet reared its front in our midst, and "puts" and "calls" are unknown terms save in the vocabulary of curb-stone brokers, or the under current of mercantile life, where obscurity begets immunity, and tends to the preservation of that high tone which should always characterize commercial communities.

In addition to that furnished by the Banking Houses, a large amount of floating capital in the hands of our wealthy citizens is constantly seeking investment, and the large towns of the State, such as Frederick and Annapolis, are supplied with Banks far beyond the requirements of the trade in those localities. The surplus capital of these Banks, and in fact that of the entire State, seeks Baltimore as its natural outlet, and in this manner an amount of money aggregating many millions of dollars and adequate to the wants of business is placed in this market.

The marked success of our Banks, their payment of large semi-annual dividends, and the fact that no failure has occurred among them for thirty years, are powerful inducements to capitalists from other sections to make similar investments in this City. The Banking Institutions and private Banking Houses of Baltimore have shown commendable enterprise, especially in the buildings they have erected, and some of our handsomest edifices, replete with architectural adornment and evincing decided taste, having been built to accommodate their increasing business.

There are in our City upwards of ten Savings Banks and Institutions embracing the "Savings" feature, with deposits aggregating nearly twenty-five millions of dollars. This is a creditable showing for Baltimore. These Banks are established principally for the benefit of the mechanics and laboring classes, and are dependent upon them for their success. Such an exhibit speaks volumes in behalf of the thrift and energy of the larger class of our population as well as of those to whom they have trusted their earnings.

CENTRAL SAVINGS BANK,

S. E. Corner CHARLES & LEXINGTON STREETS.

This Savings Bank has been recently established in one of the most central and prominent business locations in the city; its deposits already exceed $500,000, and its depositors number 4,814.

The Bank is conducted exclusively for the benefit of the depositors—there being no Stockholders. Four per cent. is annually added to the deposits, and every three years the surplus earnings are divided among the depositors—making the average year's interest thus far 6½ per cent, clear of all taxes.

Sums of any amount received daily, between 10 and 2 o'clock, at the discretion of the officers.

FRANCIS T. KING, President.

JOHN CURLETT, Vice President.

DIRECTORS.

GEO. W. CORNER, W. B. CANFIELD, J. B. SEIDENSTRICKER, J. M. OREM, WM. BRIDGES, GEORGE SANDERS, CHAS. J. BAKER, HENRY C. SMITH, FRED. W BRUNE, ROBERT TURNER, WM. NUMSEN, THOMAS J. WILSON, WM. WOODWARD, JAMES CAREY, GERMAN H HUNT, JESSE TYSON, DANIEL J. FOLEY, D. L. BARTLETT, J. F. MONMONIER, CHRISTIAN AX, SAMUEL APPOLD, HAMILTON EASTER.

WILLIAM E. COALE, Treasurer.

The Savings Bank of Baltimore.

THE SAVINGS BANK OF BALTIMORE.

The Savings Bank of Baltimore was organized on the first day of January, 1818, and incorporated at December session, 1818, being the second of the kind formed in the United States.

The Bank is empowered to receive deposites of money and invest the same in public stocks, or other securities, and allow such interest as may be directed or provided by the By-Laws of the Corporation, the surplus profits to be divided every three years among the Depositors, as the Directors may think proper. The Depositors receive all the profits, there being no Stockholders.

Twenty-five Directors are chosen, annually, by the members of the Corporation, out of their own body.

The Directors have power to make such By-Laws, or other rules, as they may deem expedient. The Corporation is prohibited from issuing bills or notes in the nature of Bank Notes, and from lending any portion of the funds to a Director.

The object of this Institution was to encourage the laboring population, and all in moderate circumstances, to lay by something for the future, in the belief, that the habit of so doing would conduce, not merely to the better support of individuals, and families, but

promote their moral, as well as physical well being. It is well known to those who have observed the operation and effect of the Institution on the welfare of the community, that it has been the instrument of enabling many to become owners of their own dwellings, and that without involving the necessity of paying forfeits, or running into debt.

For several years the Bank was opened only one day in the week, when its business was conducted by the Directors in person, these being divided into committees, and performing a large part of the clerical labor. The increase however in the number of Depositors, and consequent increase of general business, has made it necessary to employ permanently, officers and clerks, and at this time the daily services of a President, a Treasurer, an Assistant Treasurer, and several Clerks, are required.

The Depositors, on the first day of January, 1873, numbered 28,635, and the funds amounted to $10,735,394.

The rate of interest paid to the Depositors annually is 4 per cent, and the extra dividends of surplus profits have made the whole interest distributed more than 6 per cent, as much as 7½ per cent having been divided for the last six years to deposits of one year's standing.

The Bank is open daily, for the receipt and payment of deposits, and for the transaction of general business, from 10 to 1 o'clock.

OFFICERS.

ARCHIBALD STIRLING, President. DAVID BALDWIN, Treasurer.
SAM'L McDONALD RICHARDSON, Assistant Treasurer.

DIRECTORS.

ARCHIBALD STIRLING,
MICHAEL WARNER,
CHAUNCEY BROOKS,
DEETER BARGAR,
EDWARD KURTZ,
GALLOWAY CHESTON,
WILLIAM McKIM,
WILLIAM KENNEDY,
JAMES I. FISHER,
JOSEPH CUSHING, Jr.
THOMAS C. JENKINS,
NICHOLAS POPPLEIN,
SAMUEL KIRBY,
GEORGE S. BROWN,
GEORGE N. EATON,
THOMAS WHITRIDGE,
SOLOMON CORNER,
AUSTIN JENKINS,
THOMAS M. SMITH,
WILLIAM LAMPING,
LAURENCE THOMSEN,
CHRISTOPHER HINRICHS,
ENOCH PRATT,
HENRY W. DRAKELY,
HENRY JAMES.

THE FIRST NATIONAL BANK OF BALTIMORE,

No. 8 SOUTH GAY STREET.

Organized 1863. ***Capital, $1,110,000.***

DIRECTORS.

JOHNS HOPKINS,
WILLIAM J. ALBERT,
WILLIAM E. HOOPER,
THOMAS KELSO,
HORACE ABBOTT,
SAMUEL M. SHOEMAKER,
GEOGE SMALL,
J. SAURIN NORRIS,
THOMAS PEIRCE.

J. S. NORRIS, President. **THOMAS KELSO, Vice President.**
E. K. HOLTZMAN, Cashier.

The Eutaw Savings Bank of Baltimore

The Eutaw Savings Bank of Baltimore was formally organized by the corporators on the 16th April, 1847, by their acceptance of the Charter granted at the December session of the Maryland Legislature in 1846, and by the election of Directors and Officers.

At that time a number of public spirited and influential citizens interested in promoting the general welfare, considered that it was important to establish a Bank in the western part of the city for the purpose of benefitting widows and orphans, and that important portion of every large community, who desire the safe-keeping and profitable investment of their hard earned and careful savings.

The Bank was opened in a small room on Baltimore street, near Eutaw street, and for many years the services of its devoted President, the late Jesse Hunt, were given for an almost nominal salary, and the Institution was conducted upon the most economical system. At the end of 1848 its accumulated deposits and interest amounted to $52,895.21. In 1858, the business of the Bank had so much increased that it became necessary to erect a building suitable for its wants, and adapted for the proper care of the large amount of securities then in its keeping. The present building on the corner of Eutaw and Fayette streets was then occupied, and the popularity of the Bank continued yearly to increase.

The accumulated deposits and interest at the close of 1872 amounted to $4,197,901.96, and the number of depositors, having open accounts, to 11,585.

By its Charter, the Eutaw Savings Bank is prohibited from issuing any form of notes or bills for circulation, and its By-Laws provide that its investments shall be confined to the purchase of public securities, or to loans upon real estate, and such collaterals as the Board of Investment shall approve.

But in no instance has the discounting of commercial paper been authorized, the loans of the Bank being made only upon such securities as in fact represent the perpetuity and prosperity of the Nation and the State. Deposits are received in sums not less than one dollar, and interest is allowed thereon at the rate of 4 per cent. per annum. Every third year the surplus profits of the Bank are divided among the Depostiors, thus increasing the actual interest on balances remaining on deposit for three years, to an average of from 6½ per cent. to 7 per cent. per annum.

OFFICERS.

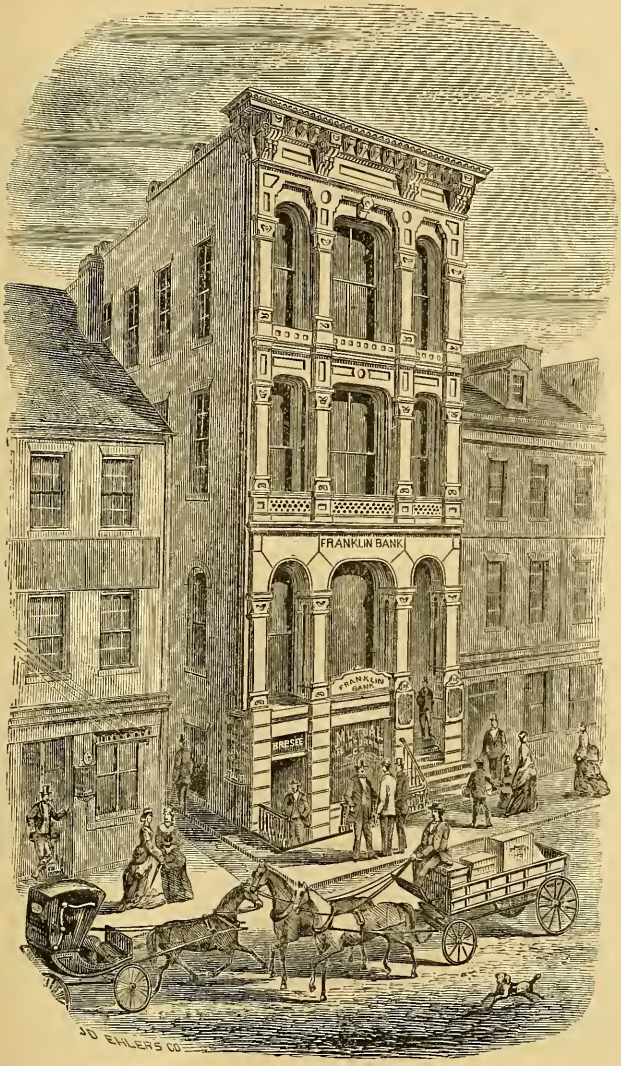
WM. F. BURNS, President. **ROBERT D. BROWN, Treasurer.**

DIRECTORS.

GEORGE BARTLETT,
WILLIAM H. PERKINS,
J. HARMAN BROWN,
AARON FENTON,
FRANCIS BURNS,
HENRY SNYDER,
WILLIAM J. RIEMAN,
SAM'L R. SMITH,
WILLIAM DEVRIES,
JAMES HARVEY,
N. G. PENNIMAN,
WILLIAM WILSON, JR.
ELISHA H. PERKINS,
ASA NEEDHAM,
WILLIAM F. BURNS,
MATTHEW B. CLARK,
JOHN L. WEEKS.
FRANCIS DAWES,
HY. R. LOUDERMAN,
JOHN CUSHING,
DANIEL M. THOMAS,
GEORGE P. THOMAS,
JOHN GREGG,
ALFRED JENKINS,
A. A. HACK,

FRANKLIN BANK,

CHARTERED 1810.



CAPITAL,

$626,750.00.

No. 15

South St.

OPPOSITE

German Street.

CHAS. J. BAKER,

President.

Chas. Goodwin,

Cashier.

DIRECTORS:

S. SPRIGG BELT,
ROBERT TURNER,
GEORGE SANDERS,
GERMAN H. HUNT,
WM. SEEMULLER,
CHARLES WEBB,
HUGH SISSON.

SAFE DEPOSIT VAULTS

Of STEEL and IRON,

For the Safe Keeping of Government and other Bonds, Securities or Valuables.

Western National Bank of Baltimore,

No. 14 Eutaw Street.

CHARTERED 1835. } CAPITAL - - - $500,000
SURPLUS - - - 170,000

CHAUNCEY BROOKS, President.
W. H. NORRIS, Cashier.

DIRECTORS:

CHAUNCEY BROOKS,
FRANCIS BURNS,
AARON FENTON,
WM. BRIDGES,
GEORGE BARTLETT,
JAMES HARVEY,
WM. G. POWER,
SAMUEL R. SMITH,
WM. F. BURNS,
MATTHEW B. CLARK,
WALTER B. BROOKS,
ROBERT GARRETT.

NATIONAL UNION BANK OF MARYLAND,

AT BALTIMORE.

CHARTERED 1804.

Reorganized as a National Bank 1865.

WM. W. TAYLOR, President.
R. MICKLE, Cashier.

Capital $1.258,725.

DIRECTORS:

WM. W. TAYLOR,
JOHN STELLMAN,
C. OLIVER O'DONNELL,
CHARLES W. LORD,
GERARD H. REESE,
WM. WOODWARD,
LEWIS N. HOPKINS,
WM. A. WILLIAR,
A. FULLER CRANE,
SAML. H. ADAMS,

THE

SAFE DEPOSIT COMPANY

OF BALTIMORE.

Authorized Capital, $500,000. Paid up, $200,000.

Chartered by Special Act of the Legislature of the State of Maryland, for the

SAFE-KEEPING OF VALUABLES,

UNDER GUARANTEE,

AND THE

Renting of SAFES in the BURGLAR-PROOF VAULTS

IN THE

New Marble Fire-Proof Building,

CORNER OF SOUTH AND GERMAN STREETS,

BALTIMORE.

THE COMPANY OFFERS FOR RENT, RENTER EXCLUSIVELY HOLDING THE KEY, SAFES INSIDE ITS BURGLAR-PROOF VAULTS, AT **10, 15, 20, 25, 30, 35, 40** AND **60 DOLLARS** PER ANNUM, ACCORDING TO SIZE AND LOCATION.

GUARANTEE RATES.

Government and all other Coupon Securities, $1,00 per $1,000 for one year.
Government and all other Securities, negotiable only by endorsement, 50 cts. per $1,000 for one year.
Silver Plate $1.00 per $100 for one year.
Deeds, Mortgages, Valuable Papers generally, when of no fixed value, $1.00 a year each, or according to bulk.
Wills, $5.00, which premium covers the remainder of the life of the maker.

COUPONS AND INTEREST

WILL BE COLLECTED WHEN DESIRED, AND REMITTED TO THE OWNER.

DIRECTORS.

B. F. NEWCOMER,
ROBERT LEHR,
S. M. SHOEMAKER,
H. S. SHRYOCK,
FRANCIS T. KING,
C. OLIVER O'DONNELL,
WM. T. WALTERS.

B. F. NEWCOMER, President.
ROBERT LEHR, Vice President. W. A. WISONG, Sec. and Treas.

BANKING HOUSE
OF
JOHN A. HAMBLETON & CO.

No. 20 SOUTH STREET, BALTIMORE.

TRANSACT A GENERAL BANKING BUSINESS.
RECEIVE ACCOUNTS of BANKS, BANKERS, CORPORATIONS and INDIVIDUALS, and allow INTEREST on BALANCES.
NEGOTIATE LOANS and make advances on approved Collaterals.
BUY and SELL, on commission, all descriptions of Stocks, Bonds, and Securities.
MAKE COLLECTIONS and remit promptly on day of payment.

ALEXANDER BROWN & SONS,

ORGANIZED 1811,

153 Baltimore Street.

BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.
COMMERCIAL AND TRAVELLING CREDIT ISSUED, available in any part of the world.
TELEGRAPHIC TRANSFERS OF MONEY made to and from London and Liverpool.
ADVANCES MADE ON COTTON AND OTHER PRODUCE.

JAMES G. WILSON. F. M. COLSTON. WM. B. WILSON.

WILSON, COLSTON & CO.

BANKERS & BROKERS,

Southern Securities a Specialty.

134 W. BALTIMORE STREET.

LANCASTER & CO.
RICHMOND, VA.

LANCASTER, BROWN & CO.
NEW YORK.

BROWN, LANCASTER & CO.

BANKERS AND BROKERS,

No. 6 RIALTO BUILDING,

SECOND STREET,

BALTIMORE.

Isaac L. Nicholson.
Isaac F. Nicholson.

Edwin C. Nicholson.
Albert W. Nicholson.

NICHOLSON & CO.

BANKERS,

Established 1832. BALTIMORE,

CORNER BALTIMORE AND NORTH STREETS,

Receive Deposit Accounts, make Collections, and Buy and Sell all kinds of Stocks and Bonds on the most favorable terms.

JOHNSTON BROTHERS & CO.

BANKERS,

198 BALTIMORE STREET,

BALTIMORE.

Transact a General Banking Business,

Receive Deposits, subject to Sight Check,

Loan Money---Make Collections,

Buy and Sell Bonds and Stocks, on commission,

in all the markets,

Negotiate Railway and other Loans,

Draw Sterling Exchange and Francs, in sums

to suit.

McKIM & CO.
BANKERS,
CORNER BALTIMORE AND ST. PAUL STREETS,

Transact a General Banking Business, and Buy and Sell STOCKS, BONDS, GOLD, &c., on Commission, in this and other markets.

FIRST-CLASS SECURITIES offered at all times to those having funds to invest.

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C. C. JAMISON,	"	1853
HENRY A. THOMPSON,	"	1863

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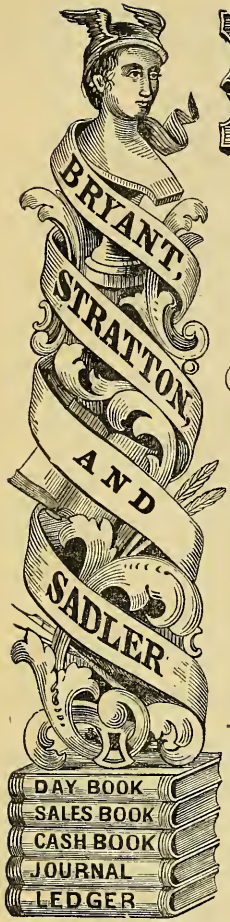

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And continues in session until April 1, 1874.

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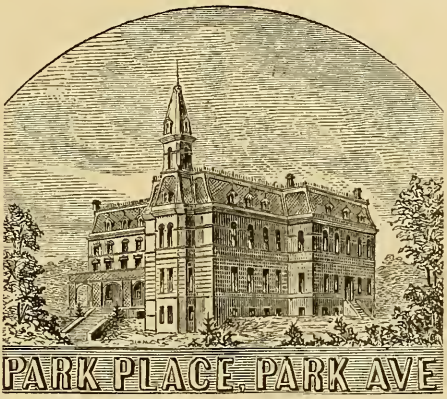
PEMBROKE SCHOOL FOR BOYS & YOUNG MEN

PROF. JAS. C. KINEAR, A. M., PRINCIPAL.

For further particulars see page 175.

Baltimore Female College



THIS Seminary of learning, instituted for the liberal education of young ladies, was incorporated in 1849, with authority to confer degrees, and was liberally endowed by the State of Maryland in 1860.

There are two departments of instruction, the PREPARATORY DEPARTMENT, for young misses, and the COLLEGIATE DEPARTMENT, for young ladies. In the latter are conferred the degrees of BACCALAUREA LITERARUM, BACCALAUREA ARTIUM, and MAGISTRA ARTIUM.

Among its educational facilities the College has a well-selected library of 3,750 volumes, chemical and philosophical apparatus, including a good telescope, presented by GEO. W. CHILDS, Esq., of Philadelphia, a painting gallery, and cabinets of minerals, coins, medals and copies of antique gems.

In a few months the College will be removed to Park Place, at the intersection of Park and North avenues, where extensive buildings are being erected for its accommodation. These are beautifully situated in a grove on a lofty eminence that commands a view of the country around, of the city, and the river and bay for many miles. There are shady walks for exercise, and various arrangements will be made for recreation and amusement, which, with pure refreshing breezes from the adjacent country, will render it both healthy and attractive to the pupils. The buildings will embrace all the modern improvements for heating and ventilation, and will have study, recitation, and music rooms, separate, with every convenience for boarding and day pupils.

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197 & 199 N. Charles Street,

Two squares distant from the Washington Monument. BALTIMORE.

Cooperage Stores.

PREVIOUS to the war the business in Cooperage could not be called extensive, but since 1861 it has been constantly increasing in this City. A large proportion of the Oil, Pork, Syrup, Beef and Whiskey Barrels used in this and neighboring cities is made here of materials from West Virginia and Pennsylvania. Whiskey, Pork and Lard Tierces are shipped to Eastern cities in large quantities. Flour and Sugar Barrels, made of materials from Ohio and Michigan, are consumed principally by the mills and refineries in this vicinity. The demand for these articles keeps in constant operation four factories, besides a number of smaller establishments which employ from 800 to 1,000 operatives. One single House in our City aggregated more than $600,000 in its business during the past year. Barrels are sent in large quantities to Wilmington, N. C., and other Southern ports for the shipment of Turpentine. Cooperage for the West Indies is largely exported from Baltimore. During 1872, 300,000 Shooks, and upwards of 2,000,000 Hoops were shipped to those Islands and South American ports, and considerable demand has sprung up for Molasses Shooks and Hogsheads from the Eastern cities. They are made in the mountains of Pennsylvania and West Virginia for Houses in this City, and are brought here over the different railways. The Trade is rapidly increasing and the facilities possessed by Baltimore preclude a diminution in the future.

KIMBALL, SHAFFAR & CO.

MANUFACTURERS OF

Flour, Sugar and Tight Barrels,

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ALSO,

PROPRIETORS STEAM BARREL FACTORIES,

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Office Corner Canton and Central Avenues,
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Capacity, Tight Barrels.....100,000 per annum.
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CHOICE LOTS FOR SUBURBAN RESIDENCES,

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FOR SALE OR LEASE AT HIGHLAND PARK.

Gas, Water and Two Lines of Passenger Railroads.

Apply to CLENDINEN & WILSON,

Attorneys at Law, No. 54 Lexington St., cor. Charles St.

[From the *Baltimore Saturday Night* of May 3, 1873.]

SUBURBAN IMPROVEMENTS—HIGHLAND PARK.

It is questionable if there is any city within the United States surpassing Baltimore in her suburban advantages. This is not only the opinion of our own citizens, but it has been freely and frequently expressed by visitors (strangers) from almost every part of the world. Having been ourselves residents of Baltimore for many years, and noticed with especial interest her expansion into the surrounding country, particularly in northerly, northwesterly, westerly and easterly directions, we are not surprised, considering all these inducements, but gratified that such should have been the case.

There is, indeed, scarcely a limit to our growth as a centralizing and radiating commercial metropolis. It is only surprising these suburban attractions were not long ago more thoroughly appreciated and availed of. Fortunes were lying in them comparatively dormant equal to gold mines, waiting only development through energy and enterprise to insure actual realization. Fortunately, however, for a considerable number of our citizens, they had forecast sufficient to see what was in the future, and boldness enough to embrace opportunities thus offered. By so doing some have already become millionaires, and others are on the easy road to fortune. Scarcely an instance can be recalled within the past twenty-five, thirty or more years, where investments were made either in improved or unimproved property, bordering inside upon the city limits or outside her boundaries, extending far out into Baltimore County, that it did not rapidly—almost fabulously—advance substantially in value, making fortunate purchasers rich. The fact is—has been over and over again practically demonstrated—that fortunes, to a greater or less extent, have been more rapidly, surely, and more easily accumulated in this way than by any other means. It is free from all risk, and time, without labor, care or anxiety, adds value to such investments with each passing month and year. Numerous instances, surprising in themselves, could be adduced to prove what we assert. Many of our friends, we gladly know, have thus been successful. We could, if necessary, name them by scores, and trace their successes almost exclusiuely to speculations of the sort here mentioned.

It is evident that the increased and increasing population of Baltimore, the inevitable tendency of trade and business towards her existing limits, must in time disagreeably encroach upon present resident localities. This being the case, persons will gradually feel inclined to locate farther out, as many are now doing, choosing country villas as more agreeable. Within our own recollection this principle has realized most positive verification. Beautiful little towns and elegant villas—magnificent improvements indeed—have gone up where not long ago farms, barren fields, hunting grounds and unsightly prospects were only visible.

We might present numerous instances in proof of what is above asserted, but at present refer more especially to one as an example, challenging emulation. It is the enterprise of Messrs. Thomas R. Clendinen and Charles G. Wilson, representatives of the Chesapeake Land and Loan Company, the Franklin Land and Loan Company, and the Lexington Savings Bank and Loan Company, who. by their enterprise, their young active energy are accomplishing, and about to accomplish, improvements similar to those now existing within the vicinities of Boston, New York, Philadelphia, Chicago, and other large cities. It requires just such gentlemen, with quick forecast, expansive, liberal views, who have stepped far outside the confines of antiquarian notions, to see, appreciate, and outwork enterprises like those in which they have embarked. Baltimore needs more of them to insure her progress in every respect, and we hope the time is not distant when she can realize their presence, come from where they may.

The locality to which we here refer, and the scene of operations embarked in by these gentlemen, is only one mile from Baltimore, known as "Highland Park." It is a magnificent estate of 144 acres rolling land, superbly wooded and watered, rising to an elevation of about 500 feet above tide, on the Liberty or Windsor Mill road, reached by the Baltimore,

Calverton and Powhatan railroad, which leaves our city at the head of Baltimore street, and by the Baltimore and Randallstown railway, running from Pennsylvania avenue and Baker street. The first named road skirts along the western front of the property a dis, tance of more than 4,000 feet, and the last through the centre of the park 4,500 feet. The entire park has been laid out in lots twenty-five feet front, with a depth of 160 feet. Parties desiring to purchase, lease or improve, can procure one or more lots adjoining on advantageous terms. It is the object of the holders to offer such inducements as will meet a ready response.

This is the most extensive, complete, and inviting suburban improvement of its kind ever undertaken within Baltimore's vicinity, and promises great success. The first spade was struck 29th August, 1872, and now, less than nine months, some 12,000 feet of avenues sixty-six feet wide have been graded, planted with silver and sugar maples, white poplar and other trees. Gas works capable of supplying as large a quantity as is used in Hagerstown have been erected, and a dozen handsome villas, varying in value from $6,000 to $12,000, have been built, each of different design and style of architecture. All are furnished throughout with modern conveniences of gas, water, baths, ranges, furnaces, marble mantles, etc. They are substantial, airy, well ventilated, well lighted, commodious, elegantly ornamented, and finished in a superior style. Each one is advantageously located. The plan of the park, as also that of the building operations, is admirable.

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BALTIMORE STREET, BALTIMORE.

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PIANO-FORTE MANUFACTURERS,

Ware-Rooms, No. 350 West Baltimore Street, Baltimore.

112 FIFTH AVENUE, NEW YORK CITY.

CANTON.

THE Canton Company, by reason of its varied and extensive powers as a Corporation, its wonderful development and its future prospects, is entitled to special mention in any article professing to give a history of the resources of Baltimore City. The Company was organized in 1828, under a charter granted by the State of Maryland, giving the Corporation the right to hold land to the extent of ten thousand acres, and, to use the language of the fourth section of the Act itself, "to improve in such manner as may be conformable to the laws of the State, any lands which shall belong to said Company, by laying out streets, &c., in the vicinity of Baltimore on or near navigable water, and erecting and constructing wharves, slips, workshops, factories, stores, dwellings and such other buildings and improvements as may be deemed necessary, ornamental and convenient."

Forty-five years ago this Company commenced operations. At the moment the community was not ripe for an enterprize which comprehended within its scope such vast improvements and that was likely in its developments to exceed any organization of a similar character in the country. Able and energetic men connected themselves with the Corporation; persons whose foreknowledge looked beyond the mere hour and its necessities and saw in the struggles of the youthful City the elements of a great emporium; men who discovered in Baltimore at that early period the materials for future growth, and a destiny not dreamed of in the most sanguine imaginings of her very worthy but somewhat sluggish citizens. Their enterprize and energy have already reaped for them golden rewards, scarcely comparable, however, with those which await them in the future.

Contrary to the general law which has obtained in the development of cities, (which usually leads them to spread in the direction of the West and Northwest,) Baltimore at an early period exhibited a capacity for, and a tendency to, expansion in the East certainly equal to that observable in either of the other sections. The spirit, too, which had originally created distinct towns on the opposite side of Jones' Falls was still at work, and the rivalry thus established was entirely favorable to the growth of the City as a whole.

The topographical features of the eastern section were similar to those in the west and northwest. A beautifully undulating country offered to builders and those in search of residences, eligible sites in either locality, and Canton in the east possessed the additional advantage of a magnificent expanse of water front, the natural haven of the shipping, and with accommodations ample for an almost indefinite increase of commerce. The Canton Company were not slow to avail themselves of these advantages. They bought lands and water-fronts and erected houses.

There came a period of stagnation. The enterprize languished, and the hopes of its well-wishers were dampened. Some imagined that the foreshadowings of Baltimore's future greatness were illusory, others that the opportunity had not yet presented itself, and that its founders had better await a more convenient season. The corporators were undismayed. New and vigorous elements were introduced into the management. Land in and about Canton was purchased whenever thrown upon the market—wharves were constructed—factories and warehouses built—streets were laid out, graded, and paved, until a vast extent of waste common was transformed into a busy and prosperous City. The community, slow to realize improvement in any shape, began to be attracted by this thriving seat of factories, dwellings and commercial enterprizes which appeared to have sprung from the very bowels of the earth.

They at length discovered that a great work had been quietly accomplished in their midst, but not before capitalists from a distance had been interested by the sturdy determination of the Canton Company, and after a careful examination of the progress and design of the work, these latter did not hesitate to embark in it their capital. The stock of the Company appreciated rapidly, and after a series of years the foresight of its projectors was abundantly rewarded and their judgment completely vindicated.

To-day the Canton Company owns 2,800 acres of land, comprising 18,000 building lots—laid out 20 by 100 feet—many of them binding on streets graded and paved, with water and gas convenient, part within the city limits and part without, in Baltimore County, on shelled roads or streets; also a wharf property and water front of 20,000 feet, with a depth of water from 16 to 26 feet.

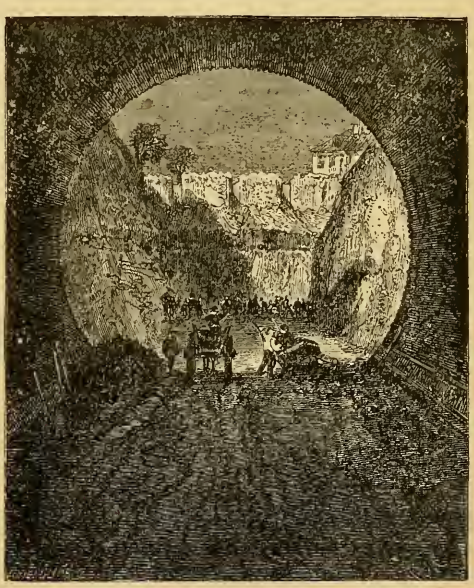
The following is a list of factories and industrial enterprizes in active operation on the Company's grounds, together with the number of hands employed in each:

	No.	*Hands.*
12	Oyster and Fruit Packing Houses,	2,500
1	Stone Cutting Yard	60
2	Stove and Hollow Ware Foundries	200
1	Sugar Refinery	40
1	Fruit and Oyster Can Factory	60
1	Rolling Mill	1,000
1	Axe Handle Factory	50
1	Dredging Company	100
1	Transfer Company	
2	Chemical Works	
1	Car Wheel Foundry	250
7	Brick Yards	2,000
2	Steam Saw Mills	40
1	Agricultural Work	30
1	Sash Factory and Planing Mill	25
1	White Lead Work, (just started)	
3	Iron Smelting Furnaces	150
1	Copper Smelting Furnace	250
1	Bridge Builder and Machinist	160
3	Distilleries	
8	Coal Oil Refineries, (with capacity for refining 5,000 bbls. per week)	75
6	Lager Beer Breweries	60
1	Packing Box Factory	10
1	Ship Yard	
4	Fertilizing Manufactories	45
3	Lime Burners	30
1	Cotton Batting Factory	20
1	Furniture and Wooden Ware Fac'y	300

NOTE.—In an article in another part of this volume the Canton Company was unintentionally mentioned, in enumerating the extent of the manufacture of Bricks in the city. This was an error. Without the mention of the Brick-Yards at Canton, the summing up on page 248 will be correct.

A number of enterprises have been established since the foregoing statistics were compiled, and the employees and residents have vastly increased during the last twelve months. The establishment of transatlantic steam-lines, the increasing trade of great rail road corporations with termini in this City, and the proposed construction of others have created a pressing demand for shipping facilities. Our rapidly increasing commercial marine needs much more extensive accommodation than the upper harbor of Baltimore, or even Locust Point, can furnish. In this emergency the attention of the public has naturally been directed to the Canton Company for relief. The Company have proved themselves equal to the exigency. An increased energy has been displayed in the construction of wharves, while immense numbers of piles have been driven for any necessity that may arise in the future. Preparations have been made for the accommodation of all the rail road corporations, which will afford ample facilities for an indefinite augmentation of the trade of Baltimore, and temporary measures have been adopted for immediate and pressing demands.

The Union Rail Road, recently completed, a work of great magnitude, was projected mainly under the auspices of the Canton Company. It consists for the most part of a Tunnel, constructed at heavy cost through a treacherous soil at a depth in some places of 65 feet below the surface, and finished in the most substantial manner. In addition to the long desired outlet it affords to tide-water, it constitutes a most important link in the great highway between the Metropolis and the Capitol of the nation.—This corporation was chartered to build a rail road around the City to connect roads centering here or passing through, and to obviate the delay and inconvenience of travel by horse-power through the streets of the City. The Canton Company subscribed for most of the Stock of the road, and endorsed the bonds of the Company to an extent sufficient to defray the expense of its construction.



CLAY CUTTING, UNION RAIL ROAD TUNNEL

Under a section of its charter, all the railroads passing through Baltimore are entitled to its use at a certain fixed valuation per mile. The Northern Central, the Baltimore and Potomac, the Western Maryland, and the Philadelphia, Wilmington and Baltimore will immediately avail themselves of this provision. The first named is now negotiating for 1,700 feet of

water-front, sufficient to accommodate more than its present trade. The Baltimore and Ohio Rail Road Company has also obtained a crossing from their property on Locust Point, by which, the cost of transfer of Cumberland coal is reduced to 20 cents per ton, and thousands of tons are already passing over.

Negotiations are pending for the incorporation of a Company to build elevators of a capacity sufficient for any quantity of grain. Trestle works and transfers are already constructed by which grain, coal and produce generally, may be transferred from cars to shipboard, at the smallest possible expense. Arrangements are now being perfected for the extension of the Western Maryland Rail Road, by a route the shortest yet found to Pittsburg, the Lakes, the bituminous and gas-coal fields and coal oil regions.

The brick yards are to be removed to remote portions of the Company's land that the whole property adjacent to the four miles of water-front may be developed—in fact everything is being done that a careful foresight can suggest for the most liberal accommodation of trade that is already centering at Canton. Several enterprising New York Capitalists have been added recently to the Directors, and the Board is at present composed as follows:

Chas. J. Baker, George S. Brown, Charles Weber, Wm. G. Harrison, and S. Sprigg Belt, of Baltimore, and James H. Banker, Wm. Mertens, Wm. Butler Duncan and Samuel L. M. Barlow, of New York.

The influence exerted by the Canton Company is to be seen not only on their own grounds but through the entire Eastern section of the City, and the rate of improvement in the latter quarter is at present quite as great as in any other portion of Baltimore. The extension of Patterson Park, whence the finest views of the City and harbor, with their surroundings may be obtained, invites the erection of the handsomest residences, and enterprising builders are availing themselves of the opportunities thus presented. A feature of the Company's work and to which much of their success may be attributed is the fact that they are always ready to extend a helping hand to energetic mechanics or business men. Those desirous of prosecuting a certain business who do not possess the adequate capital nor machinery, have but to show their capacity and energy to be assisted.

The future of the Canton Company can be readily foretold, but how rapid will be its development, and how extensive its usefulness to the City of Baltimore, it is impossible to predicate from any data at present in our possession. The anthracite coal from Pennsylvania will seek here a depot, and an outlet by hundreds of thousands of tons,—the bituminous and gas-coals will pour into Canton in quantities of which the present receipts give but a feeble idea, while the facilities for shipment, indefinite in extent and of such easy accesibility throughout the entire year, leave no room for doubt that it will rival, if it does not supass all other marts for the exportation of coal in this country.

The rail roads centering here drain an immense extent of fertile country and will pour into Canton the great grain products of Maryland, Pennsylva-

nia, Virginia, and a large share of the produce of the vast plains of the West, and the elevators to be erected will constitute it the most accessible spot for the shipment of grain on the Atlantic seaboard—but it is as a manufacturing center that Canton will be especially useful to Baltimore. The number of factories already established is but an earnest of its future development in this regard and the inducements held out by the Company, the moderate rents, the cheapness of living in Baltimore, and the character of the men who comprise the Board of Directors, substantial, high-toned and able to accomplish what they promise, all point to Canton as the future manufacturing center of the seaboard.

BALTIMORE AND OHIO RAIL ROAD.

CHARLES CARROLL of Carrollton, the last surviving signer of the Declaration of Independence, laid the corner-stone of the Baltimore and Ohio Rail Road on the 4th of July, 1828. The character of this illustrious man has shed its influence upon this great work from that hour. A long list of Presidents, whose judgments have been surpassed only by their integrity and successive Boards of Directors, with foresight and enterprise, tempered with prudence, have given tone to the Corporation in the past, and have brought the undertaking to a conclusion so eminently successful as to challenge the admiration of thinking men both at home and abroad.

When we consider that the Baltimore and Ohio Rail Road was the first *road* of that nature projected in this country, it is easy to imagine the difficulties attending its construction. From the very novelty of the undertaking, many untried problems had necessarily to be solved or their impracticability demonstrated. During the first few years of its existence these efforts to discover the best and most economical modes of construction, without precedents, and with the comparatively limited scientific acquirements of those days, presented obstacles by the side of which the trials of modern engineering shrink into insignificance and the solution of which has facilitated the construction of many similar works in America. But the perplexities encountered in building the road were slight in comparison with the financial difficulties which beset the Company until the road was completed to the Ohio river on the 1st of January, 1853. The opening to Wheeling, a distance of 379 miles, was attended with special ceremonies and really marked an era in the history of railway enterprise. Vast mountains had been tunneled, valleys filled up, and rivers spanned to admit the passage of the locomotive, and vexed questions in engineering set at rest forever. A country abounding in

mineral wealth and fertile plains, which needed but the hand of the husbandman to "blossom as the rose," was opened up to civilization and made tributary to Baltimore; a traffic was begun in Coal which has since then developed into gigantic proportions—millions of tons passing over the road annually, and a line of intercourse established with the great West that gave an impetus to emigration, and has since added greatly to the trade and commerce of our City.

Mr. John W. Garrett, of the firm of Robert Garrett & Sons of this City, accepted the Presidency of this road in 1858. Financial difficulties had embarrassed its operations for some years prior to 1856. Mr. Garrett was first induced to interest himself in its affairs about 1857, and very soon thereafter the good influence of his wise counsels became apparent in its management, but an immediate and palpable change became manifest upon his accession to the Presidency. He surrendered to the Road his vigorous powers of mind, his vast financial experience and his great executive ability. His presence at its head acted like a spur upon the Corporation, and since that time the history of the road has been a series of uninterrupted successes.

The Baltimore and Ohio Rail Road Company have established permanent co-operative relations with the Marietta and Cincinnati and the Ohio and Mississippi Rail Roads, thus virtually extending the Baltimore and Ohio Rail Road to Cincinnati, and through that City to St. Louis, connecting by friendly Northern and Southern Roads with, and drawing business from the Southern half of the great States of Ohio, Indiana, and Illinois, also from Kentucky, having direct connection with Louisville, its chief city, and reaching Tennessee, Arkansas and other Southern States through other effective alliances.

Under the policy of President Garrett the Baltimore and Ohio has been extended to Columbus, Ohio, to Sandusky on Lake Erie and to Pittsburg by the extension of the Pittsburg and Connellsville Rail Road, now known as the Pittsburg, Washington and Baltimore Rail Road. The Winchester and Potomac Rail Road, the Winchester and Strasburg Rail Road, the Washington County Rail Road, and the Metropolitan or Point of Rocks Rail Road, have been established during this period. This Metropolitan Branch shortens the line between Washington and the great West 48 miles. By this route and the Connellsville Rail Road the distance from Pittsburg to Washington is but 300 miles; thence to Baltimore 38 miles; and only 10 miles further from Pittsburg to Baltimore *via* Washington than by the direct line; hence the name Pittsburg, Washington and Baltimore Rail Road. Under the auspices of the Baltimore and Ohio, a line of rail road is now being constructed through the Valley of Virginia, which will bring this wonderful agricultural region into direct communication with our City. By its connection with the Chesapeake and Ohio Rail Road at Staunton, the Coal, Iron and Salt territory of West Virginia is opened up to Baltimore, and by the extension of this Valley Rail Road to Salem, and connection with the Virginia and Tennessee Rail Road the salt and other minerals of Southwest

Virginia are reached, and also the products of East Tennessee, Georgia, Alabama and Mississippi. By the Orange, Alexandria and Manassas Rail Road, with its extensions under its new name, "Washington City, Virginia-Midland and Great Southern," the mineral regions of Virginia, the Carolinas and Georgia are reached, where gold, silver, lead, copper and iron are found, and where the climate and soil are favorable to agriculture, particularly so for fruits and vegetables.

This latter connection is formed by the Washington Branch of the Baltimore and Ohio, which leaves the Main Stem at the Relay House, about nine miles from Baltimore, and runs to the National Capital. Another short road is to be constructed from the Metropolitan Branch to a point in the neighborhood of the Annapolis Junction, by means of which passengers and freight from the West can be conveyed directly to our City by a much shorter route than that at present in use, while the line of rail road along the Patapsco and Monocacy, penetrating a region abounding in vegetable and mineral wealth, will still by its way-traffic add to the revenues of the Company.

At a point 90 miles above Newark, on the Lake Erie Division of the road, it is proposed to construct a line of Rail Road direct to Chicago, a distance of 260 miles. In addition to the trade directly from Chicago, and along the line of this road, it will have many important connections east of the Prairie City, which, in obedience to their interests, will be feeders to this Chicago extension. The Cincinnati, Sandusky and Cleveland Rail Road connects at Tiffin; the Dayton and Michigan Rail Road extending from Cincinnati through Toledo to Detroit, with connections penetrating the Michigan prairies, north and west of Saginaw, connects at Deshler, Henry County, Ohio, and the Toledo, Wabash and Western Railroad, connects at Defiance, Ohio. This road, with its branches, extends over Illinois and Missouri more than 1,200 miles. At Auburn, Indiana, it connects with the Fort Wayne, Jackson and Saginaw and the Eel River Roads, both extending south into Indiana, and north into Michigan. At Walkerton it crosses the Indianapolis, Peru and Chicago Rail Road, and by this route can reach Laporte and Michigan City, Indiana, the latter a port on Lake Michigan. Before entering Chicago a connection can be made with the Illinois Central Rail Road, which, with its branches, drain the greater portion of Illinois. This road can have no interest in opposition to the Baltimore and Ohio, but will seek over its line the port of Baltimore, as its best entrepot for the produce of the country, through which its main line of branches extend. Numerous branches are proposed to connect important towns in Ohio and Indiana, with this Chicago extension. The benefits that will accrue to our City from the completion of these great enterprises, are incalculable.

Already has the trade of Pittsburgh, the great manufacturing city west of the Alleghanies, begun to pour into Baltimore, and the time is not far distant when we shall compete successfully with the cities of Philadelphia and New York for the carrying trade of this great region of country. The Baltimore and Ohio, with its through connections South and West, has materially aided

the development of those sections, by opening up territory, rich in mineral and agricultural resources, susceptible of great improvement and to which the rapidly increasing population of the Atlantic seaboard, and the tide of emigration pouring into our City may resort with confident hopes of at least realizing many of their anticipations by frugality and industry. Towns and villages have sprung up along the line of railroad, and even those sections but remotely connected with the road have felt its wonderful influence.

A spirit of enterprise has grown up in neighboring districts; roads and turn-pikes have been opened, and vast stretches of country that might have remained primeval forests but for this great work of internal improvement, have become productive and the inhabitants cultivated and refined. The extension of the road from Centreton on the Lake Erie Division to Chicago, gives the Baltimore and Ohio one continuous line of rail road from Baltimore to the Lake City of the West, the granary where is received the exhaustless products of the fertile plains which stretch out through the northwest. Thus Baltimore is enabled to compete with the great cities of the East for a share of this immense trade. The extension of the road from Pittsburg to Centreton, a mere question of time, will give another direct route from Chicago to Baltimore.

The scenery along the line of the Baltimore and Ohio Railway is picturesque and beautiful, but portions of the road merit special notice. "Harper's Ferry," the point at which the peaceful waters of the Shenandoah become lost in the more boisterous Potomac, has been described by Jefferson as "one of the most stupendous scenes in nature, and well worth a voyage across the Atlantic to witness." Jefferson's Rock, named after that illustrious statesman, a great overhanging cliff which looks frowningly down as though it would topple headlong upon the unwary traveler, offers an exhaustive view of the wonderful passage of these two rivers through the very heart of the mountains. The road from this point to the Ohio River gives to the sight-seer a succession of views embracing nature in almost every attitude. Long ranges of mountains, beautiful valleys, level plains, changed by the magic of the husbandman into boundless gardens, lofty precipices, mountain torrents, and the endless phases in which nature fantastically arrays herself, pass before the vision like the ever changing views in some gigantic kaleidescope. "Fort Frederick," whose hundred years have witnessed the downfall of one government and the uprearing of another, the vigorous growth of which has astonished the world, and with whose history the name of Washington will ever be connected, is located near the line of the road between Harper's Ferry and Cumberland. "The Glades" and "Cheat River Valley" are perhaps as rich in exquisite natural scenery as any portion of the world, and tourists at this early date have evinced their appreciation of what has been aptly styled "the American Switzerland."

Among those features on the line of the Baltimore and Ohio well worthy of inspection by sight-seers and travelers, are the immense rolling-mills or

machine-shops of the Company, located at Cumberland, and the magnificent Hotel, recently erected by the corporation for the accommodation of travel over their roads.

The affairs of the Baltimore and Ohio Rail Road under the present administration have been conducted with prudence and economy, and yet, when the end appeared to justify the means, the Company has not hesitated to venture its capital in behalf of the boldest enterprises. Shortly after the war, a pioneer line of Steamers was established between this port and Liverpool under the auspices of this corporation, which, though not entirely successful, because of the very limited carrying capacity of the vessels employed, clearly demonstrated that as a port of entry, Baltimore was destined to become one of the leading Cities in America. This line was succeeded by what is known as the "North German Lloyd," or "Baltimore and Bremen" line of Steamships. Four first-class steam-ships have already been placed on this route (and two more are in process of construction) to ply between Baltimore, Southampton and Bremen.

The property of the Baltimore and Ohio Rail Road at Locust Point has been greatly improved to meet the requirements of these Steamers. The funds necessary for improving the harbor and channel having been provided by the Government of the United States and the City of Baltimore, this work, which has been in progress for some time, is rapidly approaching completion. When finished, the depth of water will be sufficient for the largest sea-going vessels,—all that is necessary to make Baltimore equal to any seaport in the country and without drawback from the advantages she possesses over all others in geographical position. Piers have been constructed at Locust Point, spacious and substantial warehouses built, and a grain elevator erected with a capacity for 600,000 bushels of grain. In addition, the Company proposes to erect immediately two more grain elevators with a capacity of 1,000,000 bushels each.

The success of the Bremen Steamships has led to the establishment of another Transatlantic Steamship Company, the Allan Line, which connects this port with Halifax and Liverpool. The cheapness of fuel in Baltimore gives these Steamers a great advantage over other cities. They are enabled to coal here at a reduction in cost of $2,000, for each voyage, and the port charges in comparison with other cities along the Atlantic Coast, are insignificant.

The great Workshops of the Company at Mount Clare, on the Western suburbs of our City, in which are employed more than sixteen hundred hands, form an especial feature of Baltimore. Here all varieties of work required by the necessities of a mammoth rail road are manufactured. Great Iron Bridges, Locomotives, Pullman Palace Cars and the most elegant Passenger Coaches, with all their polished veneering and rich upholstery, Stationary Engines, Boilers, Car Wheels, Axles, Bar Iron, Rail Fixtures, Springs, &c., are produced with a neatness of finish and skillfulness, and with

strong and durable qualities not exceeded anywhere in the world. At various points along the line of road, similar workshops of very ample capacity for the repair and manufacture of machinery, are established.

The benefits which our City has reaped from this great road are simply inestimable. The impetus given to manufactures and the employment furnished to citizens would alone abundantly compensate the City for the assistance she gave the road in the early stages of its construction, but the vast amount of wealth, mineral and agricultural, poured into our City through this main artery can only be measured by her rapid increase in all the elements which make a great metropolis.

The financial condition of the City has been very strikingly affected by her relations to the Baltimore and Ohio Rail Road. Being a proprietor of $3,250,000 of the stock of the Company, she receives ten per cent. upon her investment, and, paying but six per cent. upon the debt created to aid this work, she realizes a profit of $130,000 annually for the benefit of the tax-payers.

It may be noted here as a remarkable fact that the assessed value of the real estate in Baltimore at the time the Baltimore and Ohio Rail Road was commenced, in 1827, was but $27,000,000, a sum less by $29,000,000 than the amount since absorbed in this great work.

The vast proportions to which this organization has grown, are shown by the fact that its control already extends over railway properties in many States, the cost of which exceeds $100,000,000. It possesses more than 500 locomotives, over 10,000 passenger and freight cars, and employs above 20,000 men in its working departments; its disbursements for labor, material and supplies exceeding $1,000,000 per month.

As the Baltimore and Ohio Rail Road, together with the vast net-work of railways co-operating with it, is used in making Baltimore a great manufacturing and commercial centre, and the most economical and desirable entrepot for the constantly expanding business of large portions of our extensive country, it requires but the concurrent energy and enterprise of our citizens to make the progress and greatness of the City unlimited in extent and thoroughly substantial in character.

The following is a list of the prominent officers of the Baltimore and Ohio Rail Road:

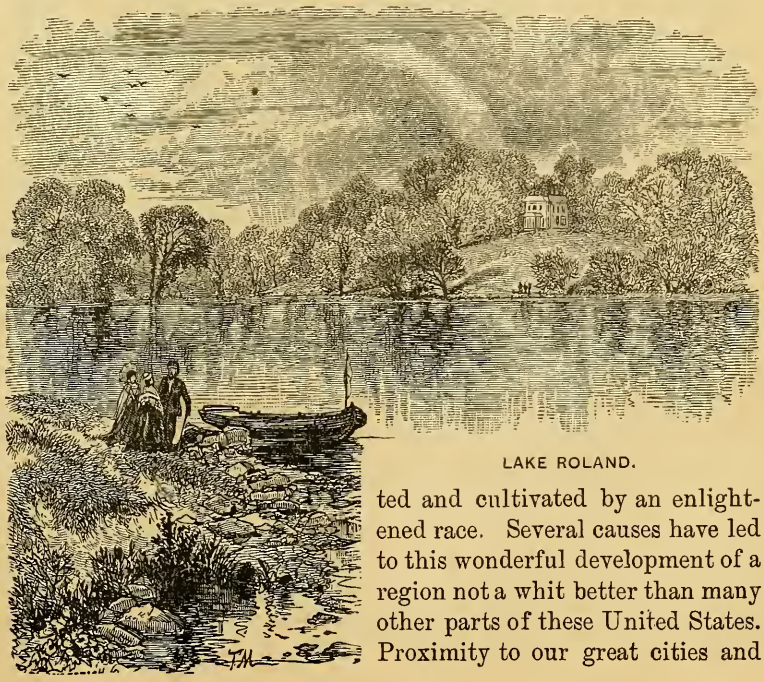
President—John W. Garrett; 1st Vice President—John King, Jr.; 2d Vice President—Wm. Keyser; Master of Transportation—Thomas R. Sharp; Master of Machinery—John C. Davis; Master of Road—John L. Wilson; General Freight Agent—N. Guilford; General Ticket Agent—L. M. Cole; General Passenger Agent—Sydney B. Jones, (Cincinnati); Auditor—Wm. T. Thelin; Assistant Auditor—A. D. Smith, (Columbus, Ohio); Treasurer—Wm. H. Ijams; Superintendent of Telegraph—A. G. Davis; General Superintendent Ohio Division, (Columbus, O.)—W. C. Quincy; Edward Potts, Secretary to the President.

NORTHERN CENTRAL RAILWAY.

IN that broad expanse of country with Niagara Falls, between Lakes Erie and Ontario, forming the apex and New York, Philadelphia and our own City marking the base of the triangle, may be found pretty fully illustrated the great wealth which Nature has given to man.

That its importance was thoroughly appreciated by all three of these large cities and that they desired to secure its advantages to themselves peculiarly, is evidenced by the fact that great lines of rail roads were very early in the history of our country projected through its entire length and breadth and now form a perfect net-work over the territory embraced in the triangle. The richest fruits of husbandry, the exhaustless mineral deposits which underlie the soil in that region, the great woods which furnish so luxuriously our best saloons and drawing-rooms, form together a combination of treasures which can be surpassed probably in no other section of the globe.

The range of territory embraced within the lines drawn from these cities to the point named above, has had expended upon it, perhaps, more of the muscular strength and exuberant energy of man than any other district of the same dimensions in this or the Old World, save the portions of Great Britain and the continent of Europe that have been for ten centuries inhabi-



LAKE ROLAND.

ted and cultivated by an enlightened race. Several causes have led to this wonderful development of a region not a whit better than many other parts of these United States. Proximity to our great cities and

the vast capital which centres in those places, but especially the facilities for building rail roads, have brought about a result which must necessarily lead to the growth of the whole American Continent and the realization of the prophecies of our sanguine politicians with reference to its immense forces at the beginning of the next century.

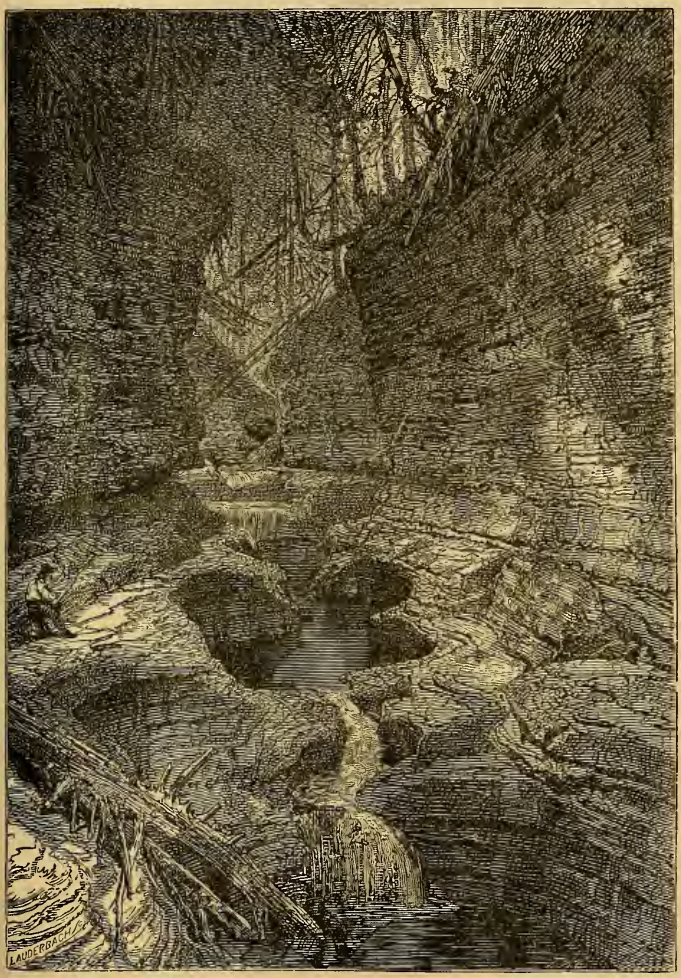
Among those great Roads which have contributed to the progress of this vast section of our country may be mentioned with pride by Baltimoreans the present "Northern Central Railway," formerly known as the Baltimore and Susquehanna. Chartered by the State of Maryland on the 13th day of February, 1828, organized as a Company on the 5th of May following, with a Board of Directors whose names are historic, it commenced operations by the laying of the corner-stone on the 8th of August of the succeeding year. It was confidently expected that the Commonwealth of Pennsylvania would combine with our State in this great undertaking, and after long delay, in March, 1832, an act of incorporation was obtained from the Pennsylvania Legislature to extend the road from York to the Maryland line. The latter act was objectionable in its features, and it was not until November, 1835, that a satisfactory conclusion was reached between the Legislative body of that State and the Stockholders of the road. Our space requires that we should be brief in our notice of the early history of this Company.

Like all great works of internal improvements, planned almost in the dawn of our national life, it had its trials and struggles. The wisdom of our Legislators which had manifested itself so conspicuously with regard to other corporations was not slow to perceive the advantages that must accrue from this organization to the City of Baltimore and the State of Maryland. Timely aid was extended, and our own City contributed her quota towards its construction. It must be borne in mind however, that rail roads at that time were in their infancy—civil engineering was scarcely a distinct science outside of the army, and very able men with the best intentions in the world were liable to make mistakes in estimates, and did make egregious errors. The road was opened to the Relay House on July 4th 1831 and to Timonium and Owings' Mills in 1832. It was perhaps the first rail road corporation in this country to undertake gradients of any considerable magnitude. The Parr Spring Ridge was overcome by a grade of 84 feet to the mile, for two and seven-tenths miles.

An interesting feature in its early history was the importation of a locomotive from Liverpool, ordered in March 1831, and ready for delivery six months before a vessel could be obtained to bring it over—the third locomotive, by the by, in successful operation in America. The Baltimore and Susquehanna Rail Road was completed to York, in August 1838; the Wrightsville, York and Gettysburg Rail Road subsequently operated in connection with this road, was finished in 1840; to Columbia it was opened in the same year and communication secured with Pittsburg by means of a canal from that point.

The State of Maryland on the 10th of March, 1854, and the Commonwealth of Pennsylvania on the 3d of May following, passed an act with this title:

"An Act to authorize the consolidation of the Baltimore and Susquehanna Rail Road Company, with the York and Maryland Line Rail Road Company, the York and Cumberland Rail Road Company, and the Susquehanna Rail Road Company by the name of the Northern Central Railway Company."



THE ARTIST'S DREAM—WATKINS GLEN.

The connection of the Northern Central with the great Pennsylvania Road, its extension by means of its own branches or healthful connections to the Lakes, the West, the North-west, the South, and the Pacific Coast are so well known to the public at large, as to require no allusion in an article of this kind. That this road ramifying as it does, through its connections, the whole North American Continent as far as it has yet been settled, has accomplished incalculable good for our country, it is scarcely necessary to mention here, but there are features about it which belong to few rail roads, and which we feel bound to recount in an article setting forth its advantages in connection with the history of Baltimore. If we glance at any

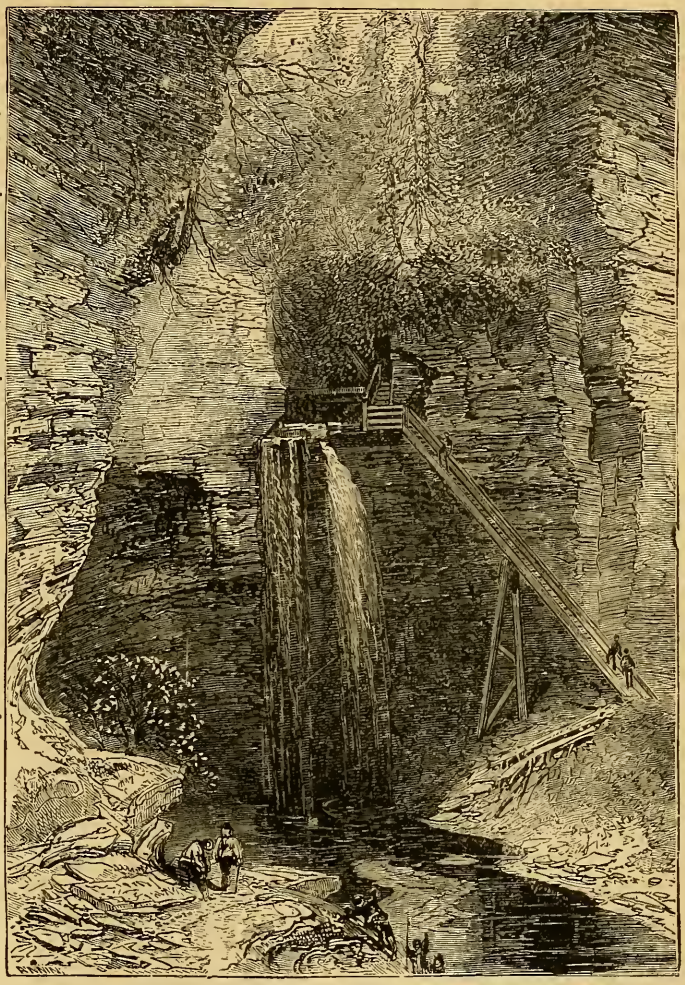
of the maps which exhibit its extensions, we shall find that along its line have sprung into existence towns and cities as though by magic. So thickly are they strewn from Baltimore to Canandaigua, that a map drawn with proper scales will hardly contain their names. The whole road appears to be a continuous city with here and there a more thickly settled portion to mark the greater enterprise of a particular class of the inhabitants.

The immense wealth underlying the surface of Baltimore County, iron, marble, granite and lime, is tapped and brought into our City. The road penetrates the wonderful anthracite region in Pennsylvania, and its exhaustless products are received in Baltimore by hundreds of thousands of tons. The Copper mines about Lake Superior contribute to its revenues,—the through travel from the great North-west, the products of that section and of the "Far West" and their vast resources, mineral, vegetable and cereal, are poured into our City through its means.

The gentlemen connected with the road have displayed an energy and have adopted a far-sighted policy that really rank them among those great practical men who have made the nineteenth century an extraordinary era in the annals of history. Whenever a connection could be profitably formed and was likely to lead to trade and travel to any of the larger cities where its termini are located the road was extended in that direction, and this has been done repeatedly when immediate profit could not have been a consideration, indicating clearly that it was the result of enlightened prudence, and that *future* prosperity was the object at which the Company was aiming. This policy undoubtedly in the early history of the road impaired its financial strength, but "it is an ill-wind that blows nobody good," and the terrific war between the North and the South which brought trouble to every community and almost every fire-side in the land, yielded a golden harvest to the rail roads located along or leading to the lines of the contending armies. This road was convenient to the capital of the country, and like similar corporations having depots in this City, its coffers were replenished by the revenue acquired from the Government for the transportation of troops and supplies and its embarrassments were consequently dissipated. A double track was completed over the greater portion of its length, and its monetary strength so considerably augmented that it was enabled to extend a helping hand to a new road projected through a very fertile section of our State but which had languished because of the impoverished condition of our people who resided in that region.

The latter, the Baltimore and Potomac, has since then been built through several of the lower Counties of Maryland to the Potomac river and also to the City of Washington, and forms close and continuous connections by locomotive power through the great tunnels under the Eastern and North-western sections of our City with all the leading Northern and Southern routes of travel.

The Northern Central Railway Company have not been content to rest on their oars; they seek now by means of the Union Rail Road an outlet to tide-water, which in view of the very great increase in the Coal trade of our City in the past 18 months, will be specially advantageous to our commercial interests. They have invested heavily in land at Canton and pur pose the erection immediately of spacious piers, wharves and elevators for the reception of Western grain. But we shall devote the balance of our space to a summary of the more interesting and beautiful features along the line of this great road. A trip over it from Baltimore to Niagara cannot fail to interest, and its impressions will be stamped upon the mind forever. For simple beauty, splendor or sublimity the scenery along the route is perhaps not equalled by that of any road in the world. There may be lines of travel which, separately, illustrate more strongly any one of these features, but such a combination can scarcely be witnessed on any other road. The Rocky Mountain passes give us an idea of *grandeur*, some of the terrific declivities of the Andes, *sublimity*, and the beautiful little glades about Cheat River in the Alleghany range suggest simple loveliness, but along this line of road we have them *all*, and can enjoy them *seriatim*.



THE EAGLE CLIFF AND FALLS—HAVANA GLEN.

As the train passes out of the substantial depot on Calvert Street the traveller is confronted with the great machine shops which have given Baltimore such a reputation as a centre for manufactures. Through a line of villages, the natural off-shoots of a great city, teeming with busy life and echoing the sound of the manufacturer's hammer, the train glides until a beautiful little lake is reached which nestles peacefully in a smiling valley. So cosily is it located one finds it difficult to realize that the skill of man, not the hand of Nature, has created Lake Roland as a reservoir to supply the wants of a great city.

The road passes Timonium, at one time the great race-course of the State, where many of the contests that so delighted the distinguished heads of the old Maryland families, were wont to occur. Further on, beyond Cockeysville, are located the marble, granite and lime quarries and the iron works at Ashland, with great beds of ore that are likely to add for an indefinite period to the resources and prosperity of our City. The Gunpowder River, a small stream tributary to the Chesapeake Bay, intersects the road at numerous points until the Maryland line is reached. The river crosses beneath the railway in several places, and in some instances its windings and twistings among the overshadowing rocks give a decidedly picturesque appearance to the landscape. Long ranges of hills in the upper part of Baltimore County, discovering to the pleasure-seeker or traveller the various strata of rock so instructive to the geologist and attractive to all who take an interest in the workings of Nature, mark this portion of the Northern Central Railway.

There are so many features of general interest along the line of this road that it will be impossible for us to mention them all, and many omissions will necessarily occur of spots which travellers, once seeing, can never forget. The connections of the Northern Central with Gettysburg and its vicinity point it out as a delightful Road to excursionists. Here occurred what has been supposed by many to have been the crowning battle of the fratricidal strife which deluged some of the fairest portions of our country in blood. The Healing Springs of Gettysburg, a recent discovery, and the variegated scenery of the surrounding country, are strong inducements both to the sight-seer and the valetudinarian.

It is not, however, until after Harrisburg is reached that the more striking features of this great highway can be thoroughly appreciated. The Susquehanna comes in view, a stream, broad, majestic and prolific in points of interest, and, as the full moon at times casts its pale rays over the waters, suggestive of scenes far away, where the people traverse their city in boats, and shadowy forms glide from under the dark arches like phantoms from another world, with this difference, that the apparitions proceed from the numberless drifts which crowd the river, and the gondolas are lovely little islands studding its centre and sides.

SUSQUEHANNA, NEAR HARRISBURG.

But there is a region beyond Harrisburg on this road, a section of America which deserves special mention, where nature has invested the country with all the qualities alluded to above, and where the industry of man with his feeble auxiliaries, has utilized the boundless treasures she offers him. As we pass through the centre of Pennsylvania into the Western portion of New York, we encounter a succession of beautiful views,—lofty precipices, mountain torrents, rushing cascades, pastoral fields, awful chasms, headlong falls of streams and wonderful upheavals of the Earth's surface which cause us to gaze with admiration, and if reflection at such a time be possible, to think of the limitless phenomena produced for our pleasure and instruction by an all wise and all powerful Creator, in a space which occupies so small a portion of the planet on which we live. The exquisite beauty of the landscape along the canal near Millport; Watkins Glen, already world renowned, with its boundless variety of scenery, alternately awing us into soberness by its grandeur and calling forth exclamations of delight by its sweet peaceful beauty; the very names of the views suggestive and showing how man can only be an imitator of the manifold workings of nature, "the Cathedral," "the Artist's

THE BRIDAL VEIL—HAVANA GLEN.

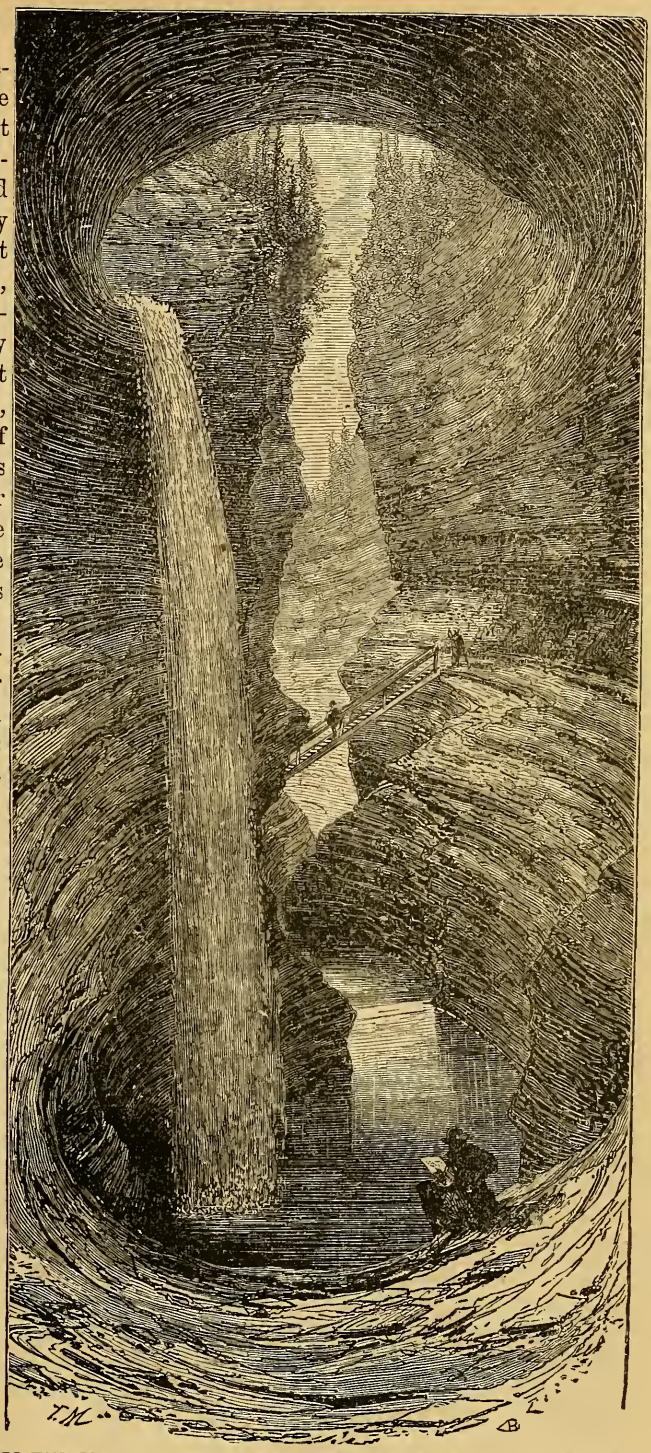
Dream;" Havana Glen with its "Bridal Veil," its "Mystic Cascade," its "Eagle Cliff and Fall;" the little mountain torrents flowing through each of these vales displaying a multiplicity of motions, at one moment leaping with resistless fury from precipice to precipice as though they would rend the adamantine surfaces upon which they fell; at another gliding mildly along with graceful sinuosity as though they had never rushed and spouted and foamed; the mammoth walls of rock, with jagged sides which rear their lofty heads on either hand as these limpid fountains gush down their sides or seek the old and beaten pathway marked out for them at some preadamite period, when man was known only in the mind of the great Creator—all these varied and wonderful objects of interest widely known at present, are destined in the future to make this region the *mecca* of tourists, and the Northern Central Railway the route by which their pilgrimages are to be accomplished.

Genesee Falls are too well-known to need description here, and finally the great Falls of Niagara, the eighth wonder of the world, the apex of the triangle referred to in the beginning of this article are reached. Their grandeur and sublimity are known to the whole world, and the impossibility of doing justice to their magnificent features should be a sufficient apology for their mere mention.

In closing our remarks upon the Northern Central, it is due to this corporation that we should particularly specify the great benefits it has accomplished, not only for the sections of country through which it immediately passes, but for the whole of our vast territory as yet brought under cultivation and made tributary to the wants and luxuries of our people.

Beginning its efforts early in our history, it pushed steadily on with its work until that portion already alluded to had been penetrated, and its rich treasures,—mineral, agricultural and beautiful,—exposed to the gaze and collected for the use of mankind.

The development of one region leads to the advancement of all. How far the Company has been instrumental in assisting the progress of civilization to the far West, it is impossible to estimate; it is sufficient for our purposes to state,



UNDER THE FALL, LOOKING TOWARD THE CATHEDRAL—WATKINS GLEN.

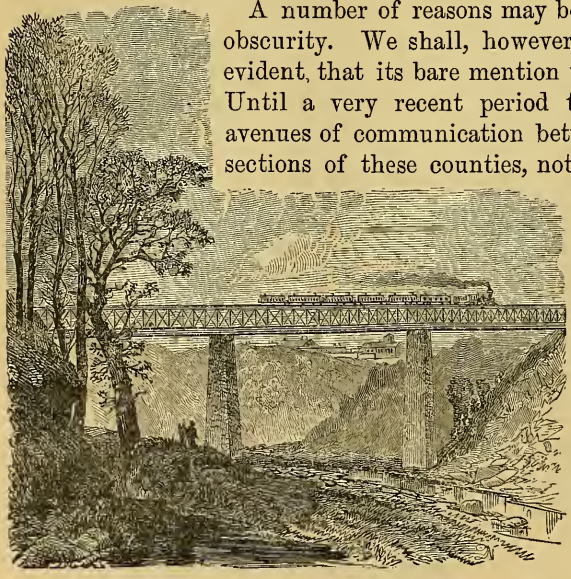
that, as in the *past*, it has sought connections and extended its road wherever they were likely to prove mutually profitable to the corporation and the City of Baltimore, so for the *future*, the present energetic and prudent management of the Company is a satisfactory guarantee.

The following are the officers of the Northern Central Railway:

President—J. D. Cameron; Vice President—J. N. Du Barry; General Manager—A. J. Cassatt; Secretary—R. S. Hollins; Treasurer—J. S. Leib; Auditor—S. Little; General Passenger Agent—Edwin S. Young; General Eastern Freight Agent—J. M. Drill; General Western Freight Agent—Isaac M. Schermerhorn.

BALTIMORE AND POTOMAC RAIL ROAD.

THE five lower Counties on the Western Shore of Maryland contain a population, intelligent, educated and refined, and possessing characteristics very similar to those which distinguish the inhabitants of our own City; moreover, in each of those counties may be found broad tracts of country remarkably fertile and productive and most beautifully located, and yet until within the last year or so, but little has been known of these people or the section in which they live.



HIGH BRIDGE OVER GWYNN'S FALLS, B. & P. R. R.

A number of reasons may be urged for this apparent obscurity. We shall, however, suggest but one, so self-evident, that its bare mention will cause its recognition. Until a very recent period there were practically no avenues of communication between Baltimore and large sections of these counties, not forty miles distant from the city limits. The fact is the "iron-horse" had penetrated the vast wildernesses of the West and scaled the lofty altitudes of the Rocky Mountains before he had entered the "forest of Prince George" or the great tobacco growing country of Charles and St. Mary's, while much the larger and richer portions of Anne Arundel and Calvert are still without rail

road communication. The steamboats which ply between Baltimore and different points along the shores of these counties, though furnishing safe and commodious means of access, do not of themselves afford sufficient outlet for the trade of the Southern portions of the Western Shore, even when not obstructed by the inclemency of the weather during the winter season. Though they contribute their quota to the development of that portion of our State they are not able to bring about that rapid improvement which would seem to be necessary to enable these sections of Maryland to keep pace with the great march of progress and advancement taking place in many other parts of the country.

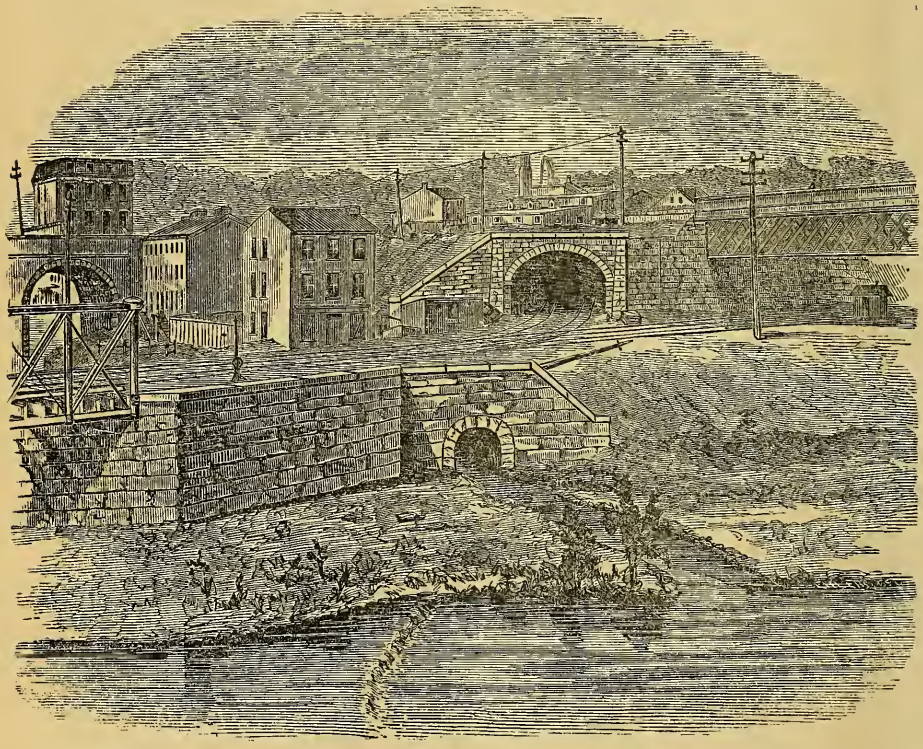
Before the war, the gentlemen from these counties lived like feudal barons. Surrounded by their slaves, nearly all were independent as far as this world's goods were concerned, and the spirit of money-making, at present the prevalent feature of all communities, had made but slight inroads among the wealthy neighborhoods which so thickly dotted this lower tier of counties.

Hospitality, the brightest gem in Maryland's crown, the jewel which has made her far better known in foreign lands than some of her wealthier and more enterprising sisters, seemed to be both the business and pastime of the inhabitants of this portion of our State, and as there was no urgent necessity for the exercise of energy, at that time but little of it was exhibited. There were bright exceptions even then to the rule. Some men were conspicuous in these localities for their clear appreciation of the real needs of lower Maryland and endeavored to arouse a spirit of enterprise. As early as 1853, a number of these gentlemen applied to the Legislature and obtained a charter for the Baltimore and Potomac Rail Road. The preliminary organization was not effected until 1859, and the following gentlemen were selected as Directors of the road: Hon. John Stephen Sellman, of Anne Arundel County; Hon. William D. Bowie and Col. W. W. W. Bowie, of Prince George's County; Hon. Walter Mitchell and John W. Jenkins, of Charles County; Edmund S. Plowden, of St. Mary's County, and Edwin Robinson, of Virginia.

Unavailing efforts were made to commence the construction of the road during the year. No State or City aid had been secured, and as was said above the large majority of land owners did not at that time realize the necessity for railroad communication with Baltimore. The Hon. Oden Bowie, since then Governor of our State, was made a Director of the road, and very soon thereafter its President, in 1860. He immediately suggested a more active policy, and two sections of the work, from Upper Marlboro to the Annapolis and Elk Ridge Rail Road, were put under contract. Had the contractors completed their work, Upper Marlboro, the county seat of Prince George's, would have been placed in communication with our City by means of the Annapolis and Elk Ridge Rail Road and its connection with the Washington Branch of the Baltimore and Ohio Rail Road. Unfortunately the civil war broke out and a long period of inactivity followed. Governor

Bowie never relaxed his efforts, but the political agitation which convulsed the country for the next four years rendered abortive every attempt to build a road that did not minister to its necessities in some form.

The war over, the people of Prince George's and Charles became alive to the almost absolute necessity of the road, but they were in no condition to respond financially to the demands of Governor Bowie. The system of labor in these counties had undergone a complete revolution. Millions of dollars worth of property had been swept away—hundreds of households were impoverished, and those who had escaped bankruptcy had not yet adjusted them-



EASTERN ENTRANCE OF BALTIMORE AND POTOMAC RAIL ROAD TUNNEL.

selves to the great change that had taken place in their mode of planting and farming. With what rapidity they assimilated themselves to the change in their condition and put their shoulders to the wheel, it is hardly necessary to state here, but at this juncture, no local capital could be raised and the prospects of the corporation were desperate. Governor Bowie was undismayed. He had seen all along the great advantages to be derived from its construction, not only to the portion of Maryland through which it would pass, but also to Baltimore, which it would place in such close connection with the great South-

ern and South-western lines of travel and which through its branch road to Washington gave another means of approach to the National Capital.

The capitalists of Maryland had very generally invested in the great corporations which had served to extend the trade and commerce of Baltimore, and the financial pressure which had followed the close of the war, and which has not altogether abated at this writing, did not leave many of them in a condition to aid in the construction of another road. Struggles, too, ensued with rival corporations, and it was not until 1867 that legislative enactments were obtained that enabled the corporation to commence its work.

In the meantime, the President had not been idle. Finding it impossible to interest the capitalists of our own State because of the crippled condition in which they were placed, he went elsewhere. The Pennsylvania Rail Road Company appreciated directly the advantages likely to accrue to Baltimore and its own system of roads from its completion, and the requisite funds were secured for its construction. The road was put under contract immediately throughout its entire length.

It was to be built first from Baltimore through Anne Arundel, Prince George's and Charles Counties, to Pope's Creek, on the Potomac River, a distance of 73 miles, and its lateral branch to Washington, from Bowie Junction in Prince George's, was to be 17 miles long, making its entire length 90 miles. The Baltimore and Potomac was opened from Baltimore to Washington on the 2d day of July, 1872, and from Bowie to Pope's Creek on the 1st of January, 1873.

The most prominent features of the road are its great tunnels under the cities of Washington and Baltimore. The tunnel in our City passes directly under the streets and houses, is one and a half miles in length, and at some points 55 feet below the level of the streets. It is cut in many instances through solid rock. Water and other obstacles were encountered, but the most scientific principles of engineering were brought into play to surmount them, the magnitude of which will be better understood when it is known that its cost has been more than two millions of dollars. Indeed there is no such work under any other city in the Union. The road itself from Baltimore to Pope's Creek is a model of engineering skill. The Company have availed themselves of all the modern improvements in rail road construction known to Engineers. Its superstructure is substantially built and laid with durable rails weighing 64 pounds to the yard.

The immediate results to follow to the city of Baltimore are, an impetus to farming and planting through an extended and very fertile region of our own State, by which the productions of that section, such as corn, wheat and tobacco, are likely to be increased four-fold, and fruits and vegetables of every description brought into the city at prices which will place them within reach of the whole community; an enhancement of the value of property along its line, and an offer of sites for summer residences for our successful

merchants, together with small farms, for their recreation and pleasure, at prices likely to render unnecessary the expensive exodus of our people during the hot months of summer to the various fashionable and uncomfortable resorts and watering places.

To the country through which it passes it will simply be an inestimable auxiliary. Its more remote benefits to our City will manifest themselves at an early day when the plans at present in contemplation have been carried out and the extension to Richmond completed. Already, through its Washington branch, intercourse with the Southern lines of rail road has been secured, and the completion of the Baltimore tunnel gives a perfectly agreeable and convenient route to through trade and travel. The road is abundantly provided with the finest equipment of engines, passenger coaches, palace and sleeping cars, and has already fulfilled the most sanguine hopes of its friends.

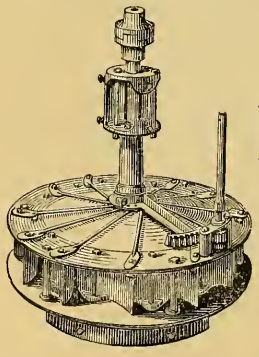
The following is a list of the present officers of the corporation:

Hon. Oden Bowie, President; J. N. Du Barry, Vice President and General Manager; E. L. Du Barry, Superintendent; S. Little, Secretary and Auditor; J. S. Leib, Treasurer; Edwin S. Young, General Passenger Agent; James M. Drill, General Freight Agent.

THE author begs to say, that in compiling this account of "The Monumental City, Its Past History and Present Resources," he has had to contend with peculiar difficulties. In the effort to represent all interests, it has been necessary to seek information from many sources, and to accept it in various shapes. The facts obtained were sometimes a little highly colored by the prejudices of those from whom they were derived.

Whatever may be the faults of the work, he feels that he has gathered a mass of information in regard to our prosperous and growing city, and that in acting the pioneer, he has materially lightened the labors of those who will come after him.

GEO. W. HOWARD.



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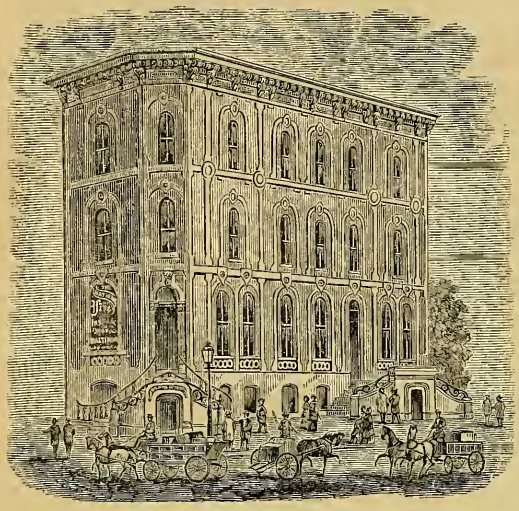

Incorporated by the State of Maryland, Dec. Sess. 1849.

Chartered Capital,
$300,000.

Cash Capital,
$100,000.

Assets,
$207,000.

JOHN B. SEIDENSTRICKER, President.

DIRECTORS.

HENRY M. BASH,
GEORGE BARTLETT,
JOSEPH W. JENKINS,
WILLIAM WOODWARD,
EDWARD J. CHURCH,
GEORGE SMALL,
HUGH SISSON,
ROBERT LAWSON,
DECATUR H. MILLER,
OLIVER A. PARKER,
ROBERT LEHR,
GEORGE C. JENKINS.

H. C. LANDIS, Secretary.

THOMAS C. JENKINS, Jr., Clerk.
WILLIAM C JENNESS, Clerk.

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* NOTE.—Inadvertently, the name of DR. RICHARD S. STEWART was omitted in our mention of the Maryland Hospital, now Spring Grove Asylum. That he was the originator of this institution and has nurtured it to the present moment, when it has assumed such grand proportions, is a fact with which every intelligent Marylander is familiar.

The treatment of the Insane, in our State at least, has been advanced to a Science mainly through his efforts.

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ERRATA.

On page 39, line 29, read "passes" for "passed."

On page 73, line 20, substitute "of" between "earnest" and "what."

On page 76, in the note at the bottom, read "University" instead of "Unviersity."

On page 123, in the Article on Soap and Candles, at the 5th line, read "*the* Cape of Good Hope" instead of "Cape of Good Hope."

On page 133, in the Flour Article, at line 6, read "are" instead of "is."

On page 142, leave out "colon," at 12th line.

On page 183, at line 18, read "existence" instead of "existance."

Top of page 207, read "Established 1851" instead of "Established 1871."

On page 248, read "200,000,000 Bricks" instead of "100,000,000 Bricks." This includes the manufacture of Bricks at Canton.

NOTE.

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1873.

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